ANNA MÆRSK
ANNA MÆRSK

Profile & decks

Yard Nos 45 & 46

— Odense Staalskibsværft —

LLOYD'S REGISTER OF SHIPPING
23-5-31
SURVEYORS OFFICE
SKT. ANNÆ PLADS 28
SS.
COPENHAGEN

(increased draft)

M/S. "Peter Maersk"

M/S. "Anna Maersk" of Copenhagen.

Gen. Rpt. No 8779.

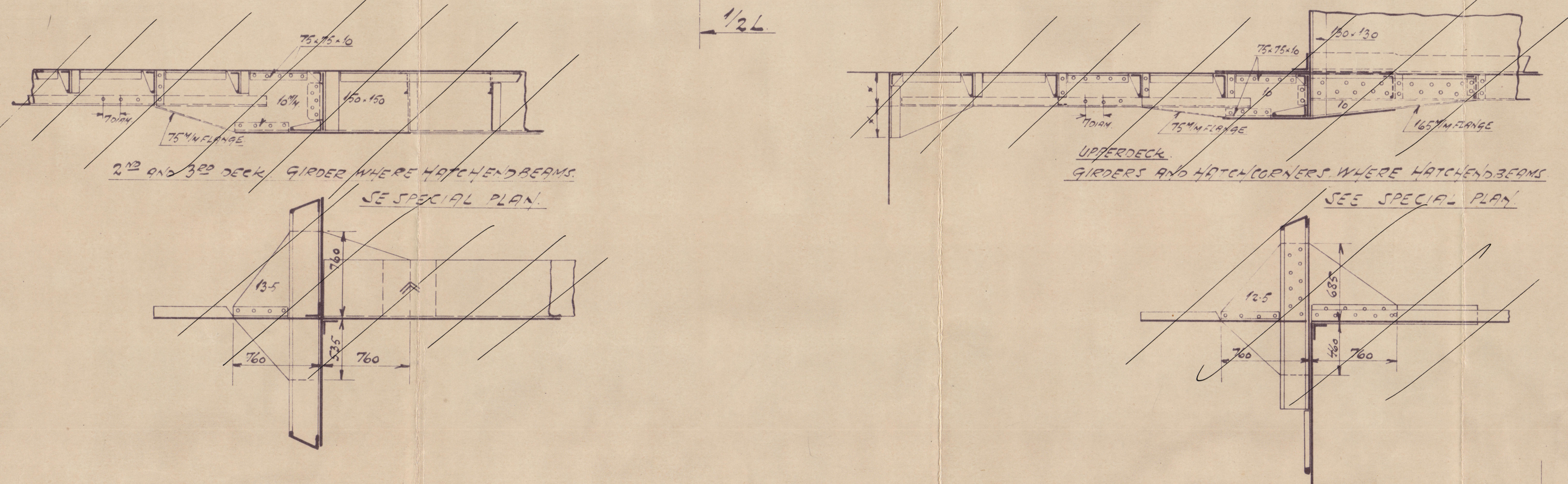
W208-0113

BUILDING No 45-46. PROFILE AND DECKPLANS. SCALE: 1:100.

1.6.31

UPPERDECK
STEERING GEAR
2ND DECK
3RD DECK
MOTOR CASING
MOTOR ROOM
DECKHOUSE
SOLID FLOOR ON EVERY FRAME
FRAMESPACING 610 M/M
FRAMESPACING 735 M/M
FRAMESPACING 685 M/M
FORECASTLEDECK

× Frames reinforced by 4×3½×40 oa.


½L
2ND AND 3RD DECK GIRDER WHERE HATCH-ENDBEAMS
SEE SPECIAL PLAN
UPPERDECK
GIRDERS AND HATCHCORNERS WHERE HATCH-ENDBEAMS
SEE SPECIAL PLAN
760

½L.

3/5L.

DIMENSIONS

LENGTH BETWEEN P.P.	134.110 MTR	440'-0"
BREADTH MOULDED	17.322 "	56'-10"
DEPTH MOULDED TO UPPERDECK	11.734 "	38'-6"
DEPTH MOULDED TO 2ND DECK	8.814 "	28'-11
HEIGHT OF FORECASTLE	2.134 "	7'-0"

SCANTLINGS FOR QUARTER PILLARS AND DECKGIRDERS SEE SPECIAL PLAN.

NUMERALS.

$D = 28'11" + 8'0" = 36'11" = 11.252$ MTR.

$L \times D =$ MTR: $134.11 \times 11.252 = 1509.01$

FEET: $440 \times 36.92 = 16243.04$

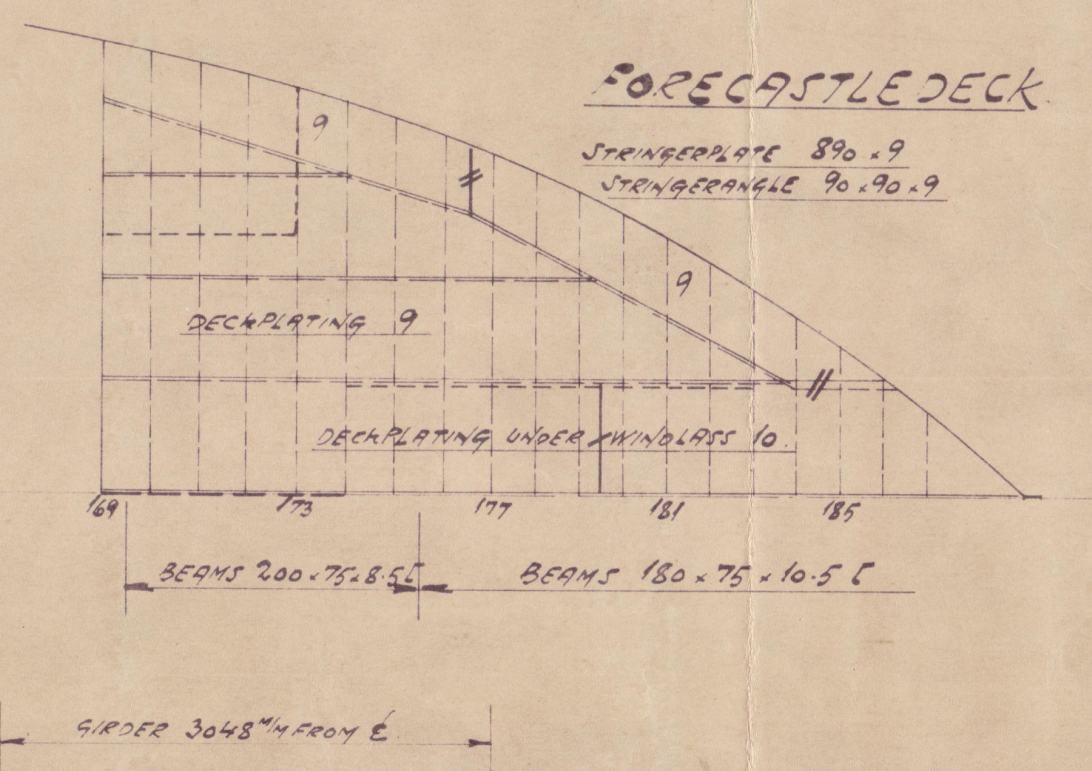
$L \times (B+D) =$ MTR. $134.11 \times (17.322 + 11.252) = 3732.06$

FEET. $440 \times (56.83 + 36.92) = 41249.56$

$\frac{L}{D} = \frac{440}{38.5} = 11.429$

LLOYDS CLASS ✠ 100. A. 1. WITH FREEBOARD corresponding to a summer mld draft of 26'-8"

TYPE: ~~COMPLETE SUPERSTRUCTURE VESSEL WITH ONE TONNAGE OPENING AFT.~~


FORECASTLEDECK
STRINGERPLATE 890×9
STRINGERANGLE 90×90×9
DECKPLATING 9
DECKPLATING UNDER WINDLASS 10.
BEAMS 200×75×8.5 C
BEAMS 180×75×10.5 C

assumed that arrangements will be made when locomotives are carried to distribute load over all beams.

GIRDER 4500 M/M FROM ℄.
PLATE 11
ANGL 150×90×11
GIRDER IN LINE WITH HATCHCORMING
GIRDER 3048 M/M FROM ℄
PLATE 305×10
200×75×12.5 C SINGL.
UPPERDECK
HATCH No 5
HATCH No 4
MOTOR CASING
HATCH No 3
HATCH No 2
HATCH No 1
2ND DECK
GIRDER 3430 M/M FROM ℄ BELOW 2ND DECK
BEAMS CONTINUOUS
BEAMS CUT IN WAY OF GIRDER
SHIFTING HATCH
3RD DECK
BRACKETS ON BEAMS No 108-122

45-46
3.
1:100
K.R.
13-12-30

1.6.31

PR. ODENSE STAALSKIBSVÆRFT
VED A. P. MØLLER

21/5 31

PROFILE AND DECKS

W208-0113

Yard No. 45-46

Odense Staalskibsværft.

Profile and Deckplans

LLOYD'S REGISTER OF SHIPPING
SURVEYORS OFFICE
SKT. ANNÆ PLADS 28
23-1-31
COPENHAGEN

M.V. "Peter Maersk"

M/s. „Anna Mærsk" of Copenhagen

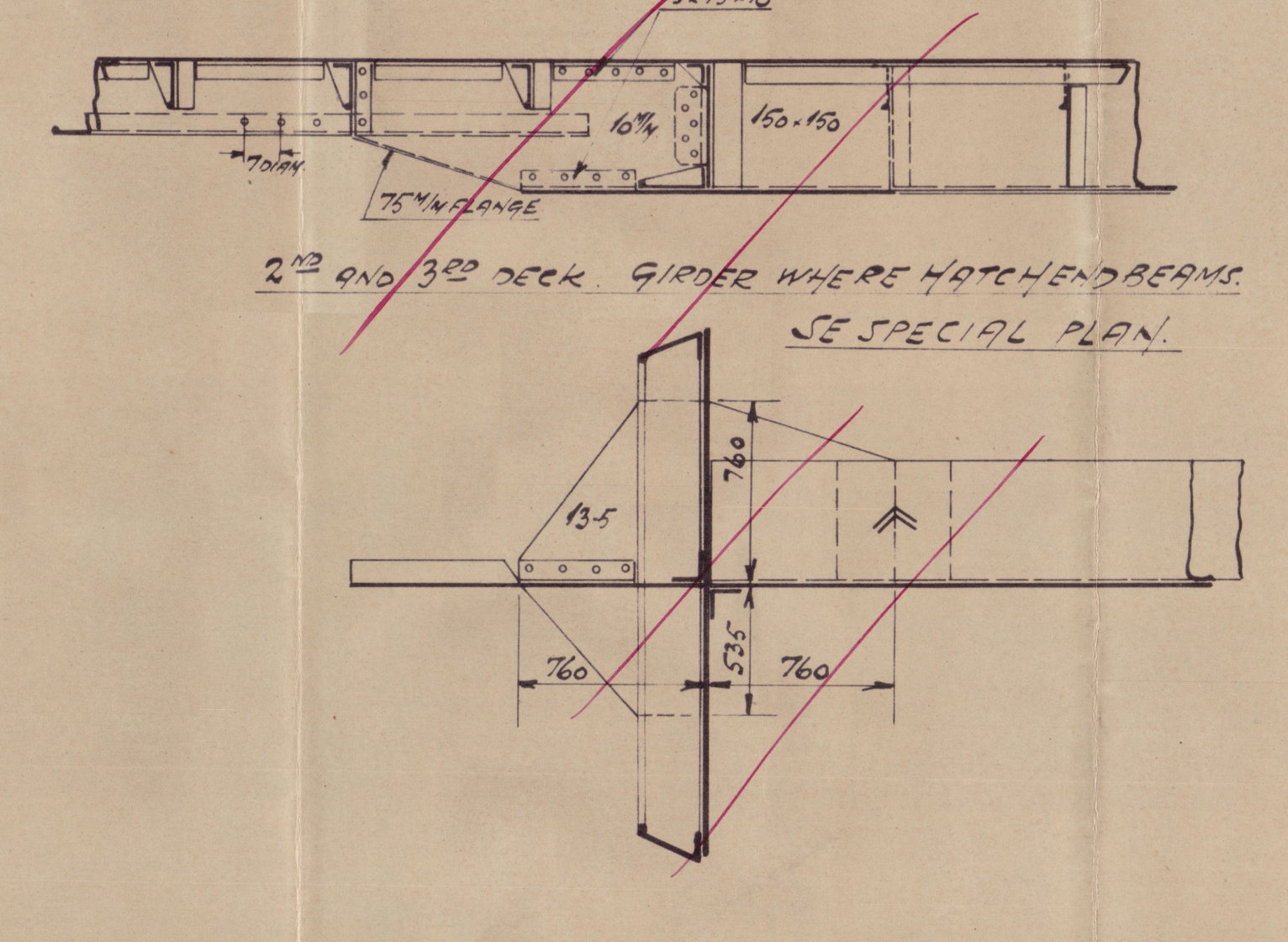
Cpn. Rpt. No. 8779.

W208-0139

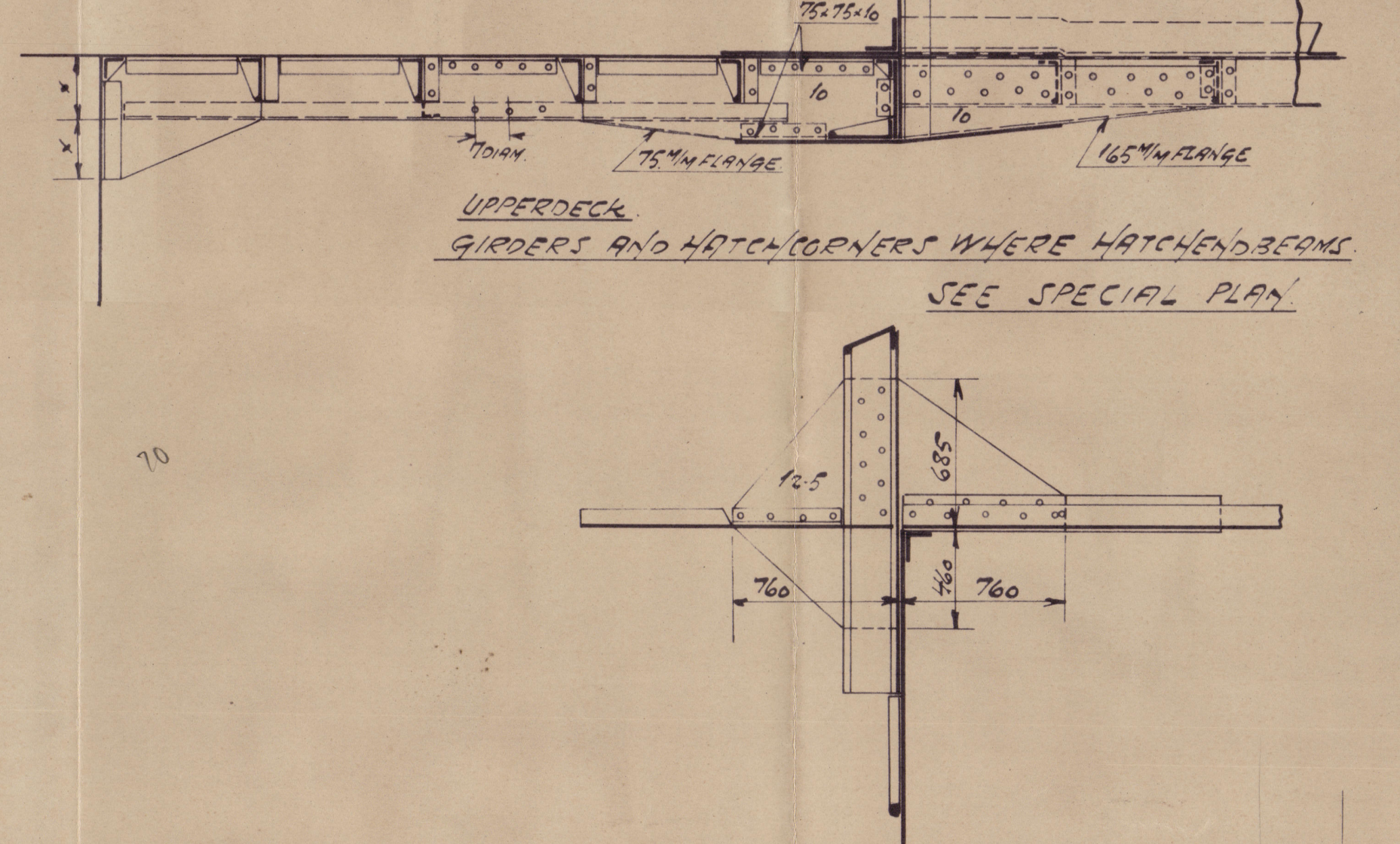
4.2.31

BUILDING Nº 45-46. PROFILE AND DECKPLANS. SCALE: 1:100.

UPPERDECK
DECKHOUSE
PILL. 65 M/M ● 2 ROWS.
PILLARS 70 M/M ● 2 ROWS.
STEERING GEAR
CREW SPACE
2ND DECK
OIL FUEL OR W.B.
AFTERPEAK OIL FUEL OR WATER BALLAST
PLATING 7.5
FOR SCANTLINGS IN AFTERPEAK SEE SPECIAL DRAWING.
SHAFT TUNNEL
SIDE TANKS OIL FUEL
GIRDER AT ℄ 150×100×15 L SINGL.
GIRDER AT ℄ PLATE 305×10 230×75×11 C SINGL
GIRDER AT ℄ PLATE 305×10 300×90×14 C SINGL
GIRDER AT ℄ 305×10 PLATE 280×90×15 C SINGL.
MOTORCASING
MOTOR ROOM
DERRICK FOR 80 TONS LIFT.
WEB ON ℄ PLATE 9 M/M STIFFENERS BRACKETED AT TOP AND BOTTOM
STIFFENERS 150×65×9 L
PLATING 8.6
GIRDER ON ℄ INTC. PL. 10 150×100×13.5 L DOUB.
PANTING STRINGER.
PILLAR AT ℄ 280×90×90×13 ⌶ FACEPL. 330×17.5
WASHPLATE.
FOREPEAK OIL FUEL OR WATER BALLAST.
PILL. ON ℄ 67 M/M ●
PILL. AND GIRD. AB. 1500 FROM ℄
PILLARS ON ℄ 65 M/M ●
PILLARS ON ℄ 75 M/M ●
PILLARS ON ℄ 80 M/M.
FORECASTLEDECK.
UPPERDECK.
2ND DECK.
3RD DECK.
FOR SCANTLINGS IN FOREPEAK AND ARRANGEMENT OF FRAMES AND STRINGERS FORWARD SEE SPECIAL DRAWING.
FRAMESPACING 610 M/M
FRAMESPACING 735 M/M
FRAMESPACING 685 M/M
FRAMESPACING 610 M/M
1/2 L.
3/5 L.
Solid floors will be fitted on every frame.


75×75×10
10 M/M
150×150
7 DIAM.
75 M/M FLANGE
13.5
760
535
760

2ND AND 3RD DECK. GIRDER WHERE HATCHENDBEAMS. SE SPECIAL PLAN.


130×130
75×75×10
10
7 DIAM.
75 M/M FLANGE
165 M/M FLANGE
12.5
685
760
460
760

UPPERDECK. GIRDERS AND HATCHCORNERS WHERE HATCHENDBEAMS. SEE SPECIAL PLAN.

SCANTLINGS FOR QUARTER PILLARS AND DECKGIRDERS. SEE SPECIAL PLAN.

DIMENSIONS

LENGTH BETWEEN P.P.	134.110 MTR	440'-0"
BREADTH MOULDED	17.322 "	56'-10"
DEPTH MOULDED TO UPPERDECK.	11.734 "	38'-6"
DEPTH MOULDED TO 2ND DECK	8.814 "	28'-11
HEIGHT OF FORECASTLE.	2.134 "	7'-0"

NUMERALS.

D = 28'-11" + 8'-0" = 36'-11" = 11.252 MTR.

L × D = MTR: 134.11 × 11.252 = 1509.01

FEET: 440 × 36.92 = 16243.04

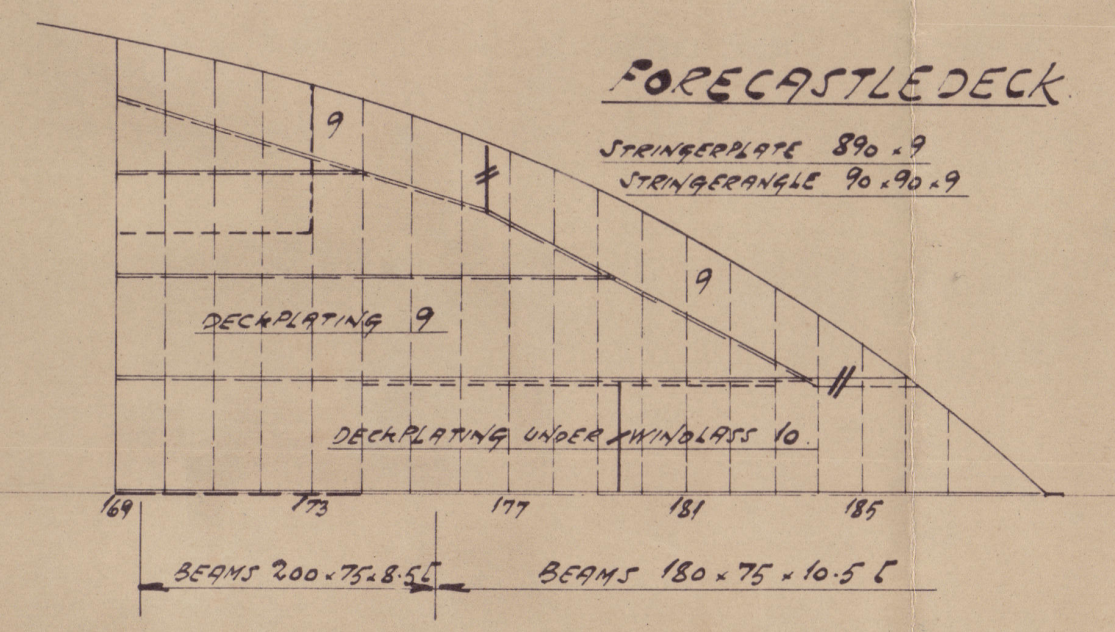
L × (B + D) = MTR: 134.11 × (17.322 + 11.252) = 3732.06

FEET: 440 × (56.83 + 36.92) = 41249.56

$\frac{L}{D} = \frac{440}{38.5} = 11.429$

LLOYDS CLASS ✠ 100. A. 1. WITH FREEBOARD

TYPE: COMPLETE SUPERSTRUCTURE VESSEL WITH ONE TONNAGE OPENING AFT.


FORECASTLEDECK

GIRDER 4500 M/M FROM ℄.
PLATE 11 ANGL. 150×90×11
GIRDER IN LINE WITH HATCHCOAM.
Assumed that arrangements will be made when locomotives are carried to distribute load over all beams
LOCOMOTIVE WEIGHT 100 TONS.
UPPERDECK
HATCH Nº 5 11025×6096
HATCH Nº 4 12495×6096
MOTOR CASING 12495×5490
HATCH Nº 3 11025×6096
HATCH Nº 2 15435×6096
HATCH Nº 1 10920×6096
BEAMS AND HALFBEAMS
INTERCOSTAL GIRDER
BEAMS CUT IN WAY OF GIRDER
BEAMS CONTINUOUS
GIRDER 3430 M/M FROM ℄ BELOW 2ND DECK
GIRDER BELOW 2ND DECK 3900 FROM ℄
2ND DECK
HATCH Nº 5 11025×6096
HATCH Nº 4 12495×6096
MOTOR CASING 15430×6800
OILTANK HATCH 5145×3430
HATCH Nº 3 8660×6096
HATCH Nº 2 15435×6096
HATCH Nº 1 10920×6096
BEAMS 230×90×12.5 C (CENTER LINE)
3.2.31
3RD DECK
GIRDER 3430 M/M FROM ℄ BELOW 3RD DECK
HATCH Nº 4 12495×6096
HALFBEAMS 200×75×9.5 C
3900 M/M FROM ℄
610
7-22 M/M RIV.
90×90×10 DOUB. 22 M/M RIV.
BRACKETS ON BEAMS Nº 108-122.
3RD DECK.
HATCH Nº 1 10920×6096
BEAMS AND HALFBEAMS 200×75×9.5 C
BEAMS 180×75×8.5 C

45-46.
3.
1:100.
K.R.
13-12-30.

22/1.31

PROFILE AND DECKPLANS.

W208-0139

MIDSHIP SECTION

Nº 45-46

ODENSE STAALSKIBSVÆRFT

LLOYD'S REGISTER OF

COPENHAGEN 13/12 30

m/s Peter Maersk

m/s "Anna Maersk" of Copenhagen

Cpn. Rpt. No. 8709.

W208-0134

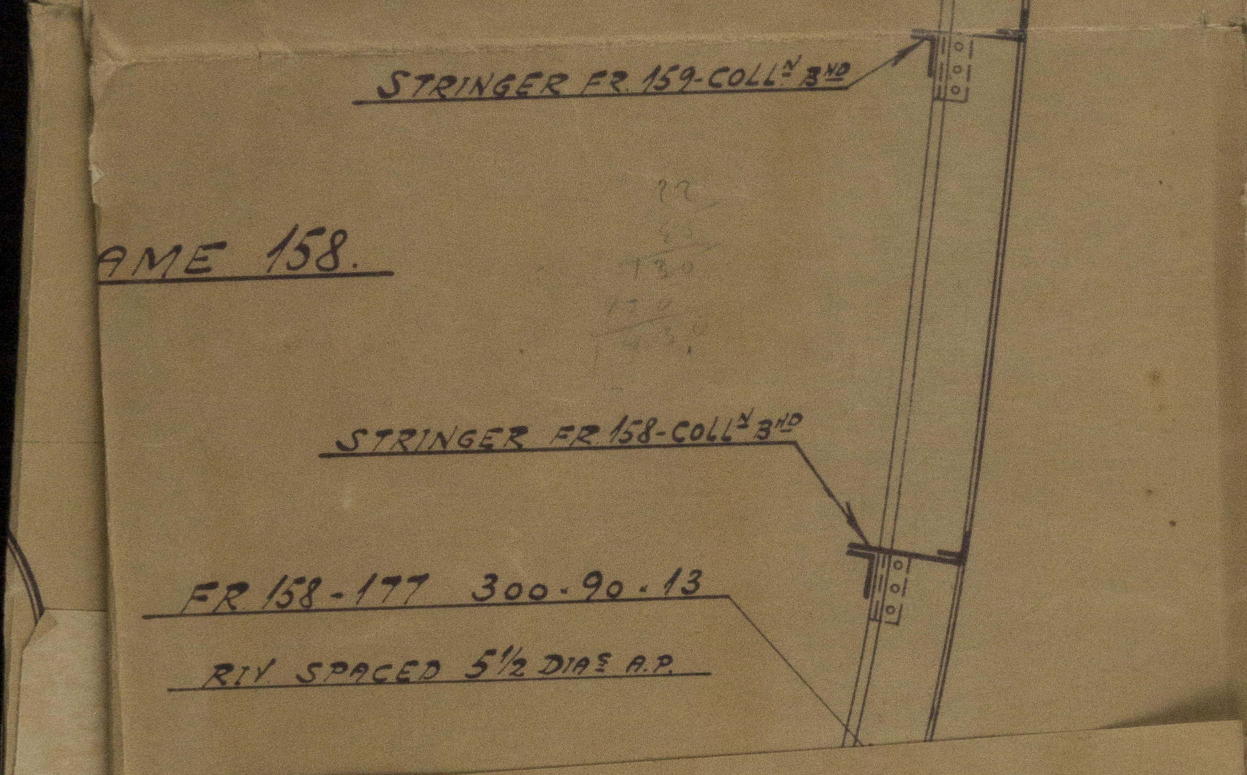
MIDSHIP-SECTION.

Nos 45-46

ODENSE STAALSKIBSVERFT

COPENHAGEN 13-12-30.

W208-0134


AME 158.
STRINGER FR. 159-COLLN 3RD
STRINGER FR 158-COLLN 3RD
FR 158-177 300·90·13
RIV SPACED 5½ DIAS A.P.

RIVETING:

SIDEFRAMES TO SHELL		6½ DIAS.
" " " IN PEAKS, DEEPTANK & WING TANKS		5½ DIAS.
BOTTOMFRAMES TO SHELL		7 DIAS.
" " " FORWD 3/5 L		5½ "
FRAMES TO FLOORS		7 "
" " " IN AFTERPEAK		5 "
" " " FORWD 3/5 L.		5½ "
DOUBLE BOTTOM.		
ENDLAPS OF CENTREGIRDER	TREBLE RIV.	4 DIAS.
" OF MARGINPL	TREBLE RIV.	4 " Treble over .48"
" TANKTOP CENTRESTR	TREBLE FOR ½ L TO DOUBLE AT ENDS	4 DIAS

54 x 66

54 x 184

54 x 66

34800

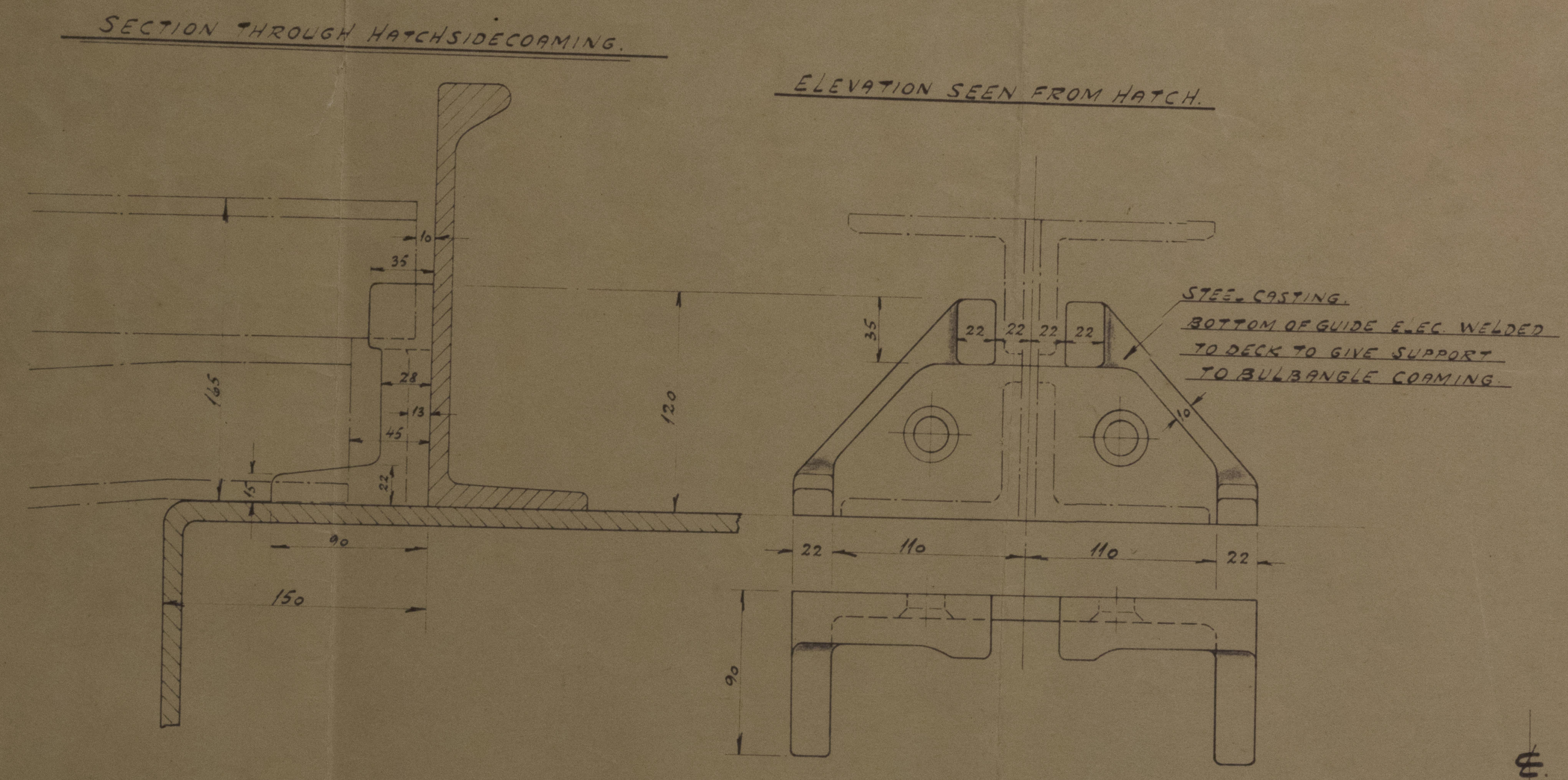
66

BUILDING Nº 45-46 MIDSH

23/12/30

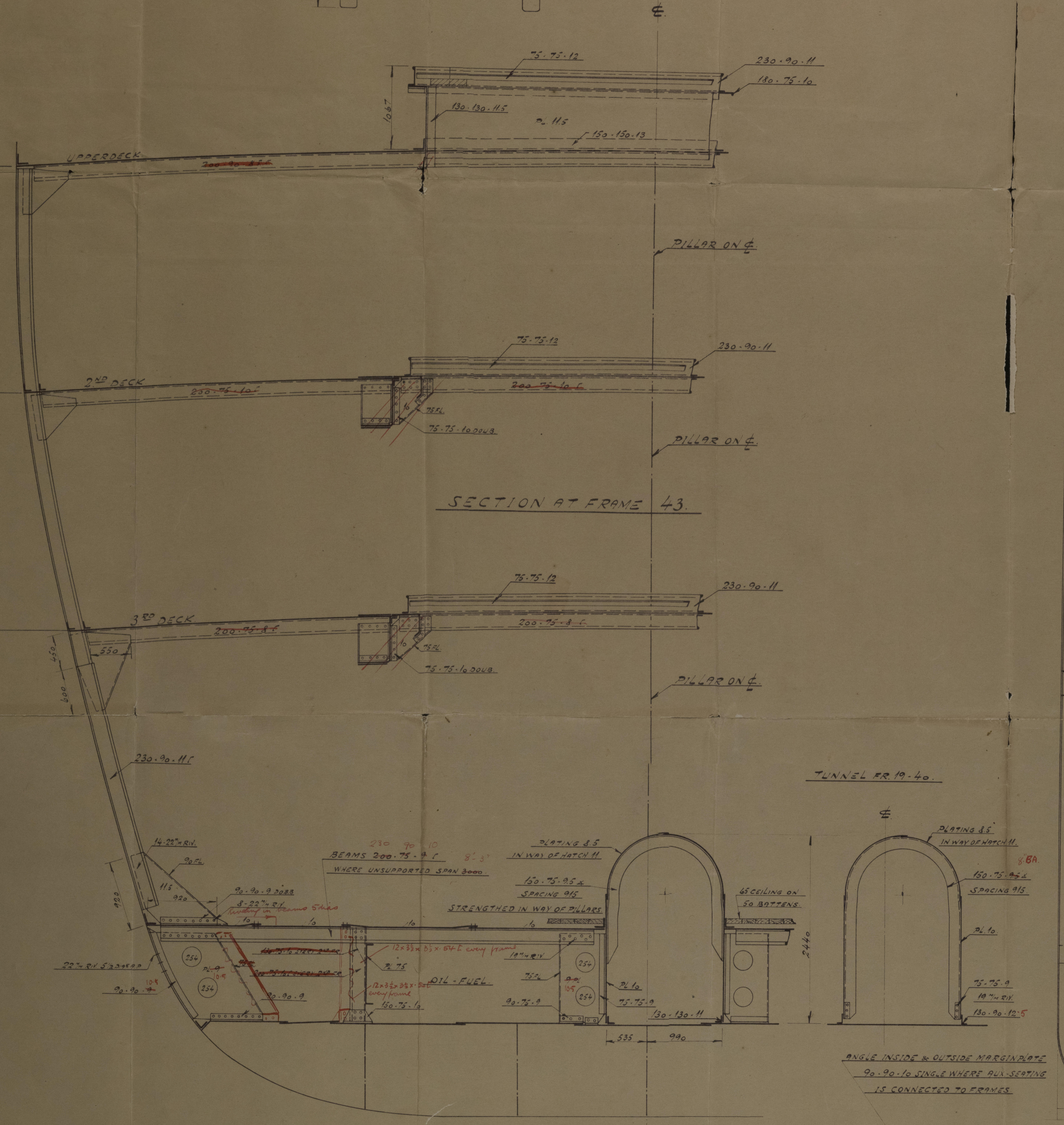
SECTION THROUGH HATCHSIDECOAMING.

ELEVATION SEEN FROM HATCH.

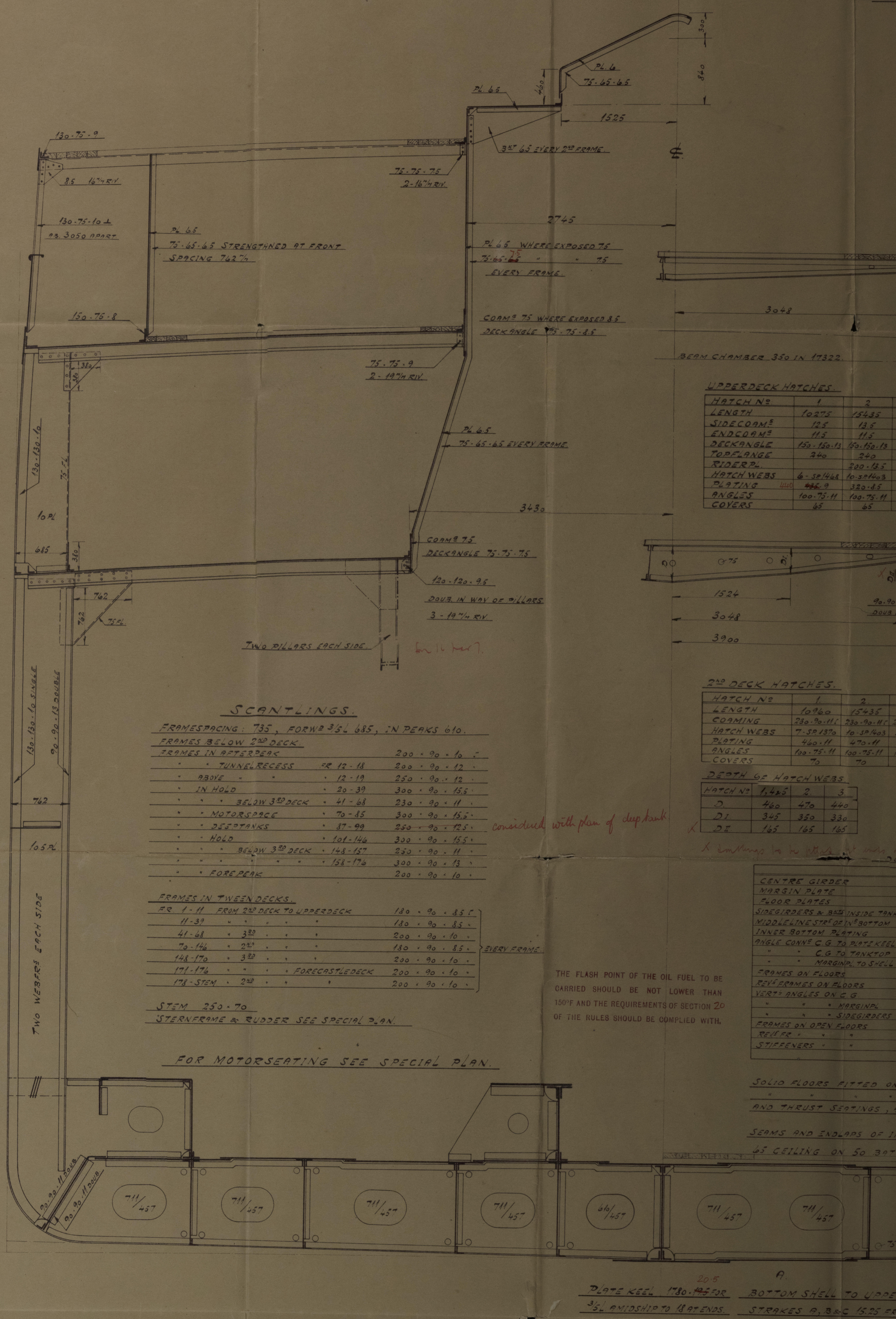

10
35
28
13
45
22
15
165
120
90
150
35
22
22
22
22
STEEL CASTING.
BOTTOM OF GUIDE ELEC. WELDED
TO DECK TO GIVE SUPPORT
TO BULBANGLE COAMING.
10
22
110
110
22
90

SECTION AT FRAME 43.

TUNNEL FR. 19-40.


75·75·12
230·90·11
180·75·10
1067
130·130·11.5
PL. 11.5
150·150·13
UPPERDECK
~~200·90·8.5~~
2920
PILLAR ON ℄
75·75·12
230·90·11
2ND DECK
~~200·75·10~~
~~200·75·10~~
75 FL.
75·75·10 DOUB.
PILLAR ON ℄
3048
75·75·12
230·90·11
3RD DECK
~~200·75·8~~
200·75·8
550
450
600
75 FL.
75·75·10 DOUB.
PILLAR ON ℄
230·90·11
14-22 m/m RIV.
90 FL.
11.5
920
920
90·90·9 DOUB.
8-22 m/m RIV.
Riveting in beams 5 dias
230 90 10
BEAMS ~~200·75·9~~
8'-3"
WHERE UNSUPPORTED SPAN ~~3000~~
PLATING 8.5
IN WAY OF HATCH 11
150·75·9.5
SPACING 915
STRENGTHED IN WAY OF PILLARS
65 CEILING ON
50 BATTENS.
22 m/m RIV. 5½ DIAS A.P.
PL. ~~9~~ 10.5
90·90·~~9~~ 10.5
~~130·75·10 EVERY 2ND FR.~~
~~200·75·10 EVERY 2ND FR.~~
12×3½×3½×.54 L every frame
12×3½×3½×.54 L every frame
PL. 75
90·90·9
150·75·10
OIL-FUEL
19 m/m RIV.
75 FL.
~~9.0~~ 10.5
90·75·9
254
254
254
254
PL. 10
75·75·9
130·130·11
535
990
2440
PLATING 8.5
IN WAY OF HATCH 11.
8" BA.
150·75·~~9.5~~
SPACING 915.
PL. 10
75·75·9
19 m/m RIV.
130·90·12.5
℄

ANGLE INSIDE & OUTSIDE MARGINPLATE 90·90·10 SINGLE WHERE AUX-SEATING IS CONNECTED TO FRAMES.


300
840
PL. 6
75·65·6.5
PL. 6.5
460
1525
℄
130·75·9
8.5 16 m/m RIV.
BKT 65 EVERY 2ND FRAME.
75·75·7.5
2-16 m/m RIV.
130·75·10 ⊥
AB. 3050 APART
PL. 65
75·65·65 STRENGTHNED AT FRONT
SPACING 762 m/m
2745
PL. 6.5 WHERE EXPOSED 7.5
75·65·~~6.5~~ 7.5 " " 7.5
EVERY FRAME.
150·75·8
COAMG 7.5 WHERE EXPOSED 8.5
DECKANGLE 75·75·8.5
75·75·9
2-19 m/m RIV.
380
380
130·130·10
75 FL
10 PL
PL. 6.5
75·65·6.5 EVERY FRAME.
3430
685
380
COAMG 7.5
DECKANGLE 75·75·7.5
120·120·9.5
DOUB. IN WAY OF PILLARS
3-19 m/m RIV.
762
762
75 FL.
TWO PILLARS EACH SIDE.
130·130·10 SINGLE
90·90·13 DOUBLE
762
105 PL
TWO WEBFRS EACH SIDE
90·90·11 SING.
90·90·11 DOUB.
3048
75
D
D I
D II
1524
3048
3900
90·90
DOUB.
711/457
711/457
711/457
711/457
610/457
711/457
711/457
A.

BEAM CHAMBER 350 IN 17322.

UPPERDECK HATCHES.

HATCH Nº	1.	2
LENGTH	10275	15435
SIDECOAMS	12.5	13.5
ENDCOAMG	11.5	11.5
DECKANGLE	150·150·13	150·150·13
TOPFLANGE	240	240
RIDERPL.		200·13.5
HATCH WEBS	6-SP. 1468	10-SP. 1403
PLATING	440 ~~435~~·9	320·8.5
ANGLES	100·75·11	100·75·11
COVERS	65	65

2ND DECK HATCHES.

HATCH Nº	1.	2.
LENGTH	10960	15435
COAMING	230·90·11	230·90·11
HATCH WEBS	7-SP. 1370	10-SP. 1403
PLATING	460·11	470·11
ANGLES	100·75·11	100·75·11
COVERS	70	70

DEPTH OF HATCH WEBS.

HATCH Nº	1,4&5	2.	3.
D.	460	470	440
D I.	345	350	330
X D II.	165	165	165

X [illegible] to be fitted [illegible]

SCANTLINGS.

FRAMESPACING: 735, FORWD 3/5 L 685, IN PEAKS 610.

FRAMES BELOW 2ND DECK.

FRAMES IN AFTERPEAK		200 × 90 × 10
" " TUNNELRECESS	FR. 12-18	200 × 90 × 12
" ABOVE " "	" 12-19	250 × 90 × 12
" IN HOLD	" 20-39	300 × 90 × 15.5
" " " BELOW 3RD DECK	" 41-68	230 × 90 × 11
" " MOTORSPACE	" 70-85	300 × 90 × 15.5
" " DEEPTANKS	" 87-99	~~250 × 90 × 12.5~~
" " HOLD	" 101-146	300 × 90 × 15.5
" " " BELOW 3RD DECK	" 148-157	250 × 90 × 11
" " " " " "	" 158-176	300 × 90 × 13
" " FOREPEAK		200 × 90 × 10

considered with plan of deep tank.

FRAMES IN TWEENDECKS.

FR. 1-11	FROM 2ND DECK TO UPPERDECK	180 × 90 × 8.5	EVERY FRAME.
11-39	" " " " "	180 × 90 × 8.5	
41-68	" 3RD " " "	200 × 90 × 10	
70-146	" 2ND " " "	180 × 90 × 8.5	
148-170	" 3RD " " "	200 × 90 × 10	
171-176	" " " " FORECASTLEDECK	200 × 90 × 10	
178-STEM	" 2ND " " "	200 × 90 × 10	

STEM 250 × 70

STERNFRAME & RUDDER SEE SPECIAL PLAN.

FOR MOTORSEATING SEE SPECIAL PLAN.

THE FLASH POINT OF THE OIL FUEL TO BE CARRIED SHOULD BE NOT LOWER THAN 150°F AND THE REQUIREMENTS OF SECTION 20 OF THE RULES SHOULD BE COMPLIED WITH.

CENTRE GIRDER
MARGIN PLATE
FLOOR PLATES
SIDEGIRDERS & BKTS INSIDE TANK
MIDDLELINE STRS OF INR BOTTOM
INNER BOTTOM PLATING
ANGLE CONNG C.G. TO PLATE KEEL
" " C.G. TO TANKTOP
" " MARGINPL. TO SHELL
FRAMES ON FLOORS
REVS FRAMES ON FLOORS
VERTL ANGLES ON C.G.
" " " MARGINPL.
" " " SIDEGIRDERS
FRAMES ON OPEN FLOORS
REVS FR. " " "
STIFFENERS " "

SOLID FLOORS FITTED ON

" " " "

AND THRUST SEATINGS,

SEAMS AND ENDLAPS OF I

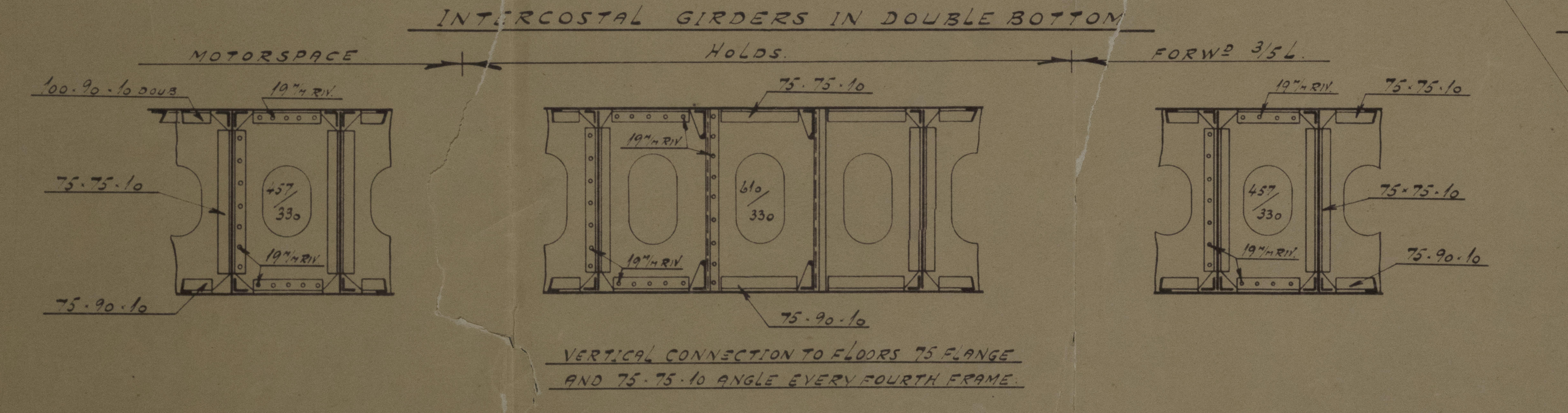
65 CEILING ON 50 BAT

PLATE KEEL 1780·~~19.5~~ 20.5 FOR 3/5 L AMIDSHIP TO 18 AT ENDS.

BOTTOM SHELL TO UPPE

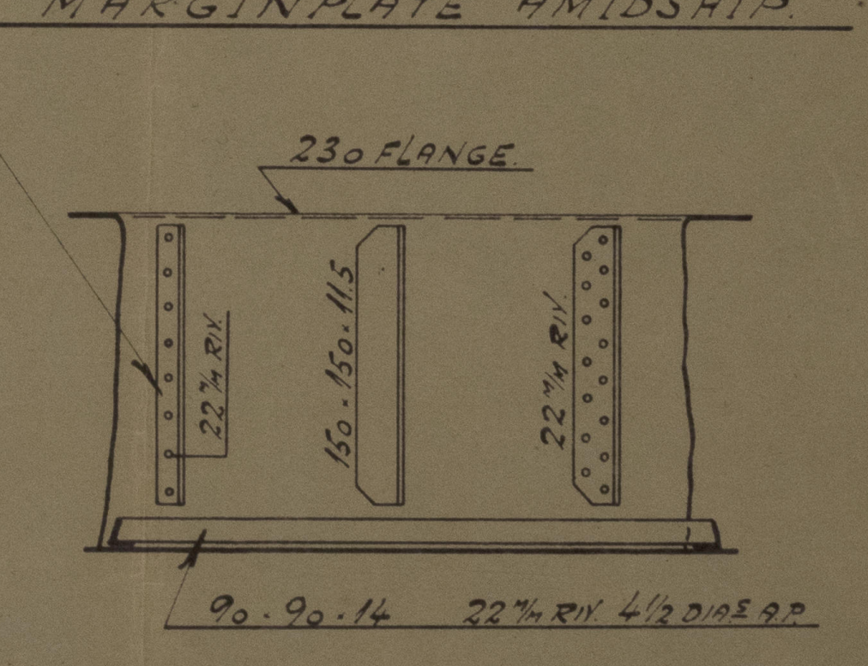
STRAKES A, B & C 15.25 FR

INTERCOSTAL GIRDERS IN DOUBLE BOTTOM

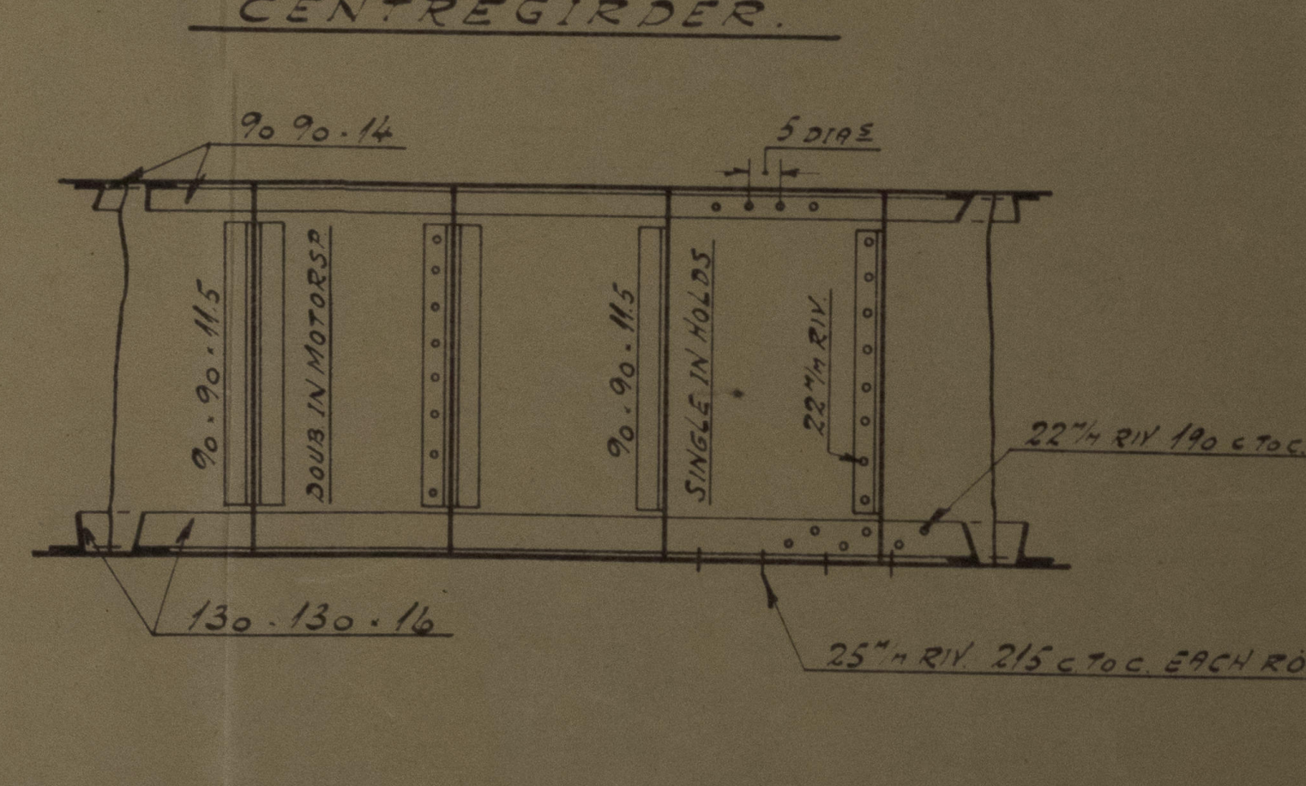

MOTORSPACE
HOLDS
FORWD 3/5 L
100·90·10 DOUB.
19 m/m RIV.
75·75·10
457/330
19 m/m RIV.
75·90·10
75·75·10
19 m/m RIV.
610/330
19 m/m RIV.
75·90·10
19 m/m RIV.
75·75·10
457/330
75·75·10
19 m/m RIV.
75·90·10

VERTICAL CONNECTION TO FLOORS 75 FLANGE AND 75·75·10 ANGLE EVERY FOURTH FRAME.

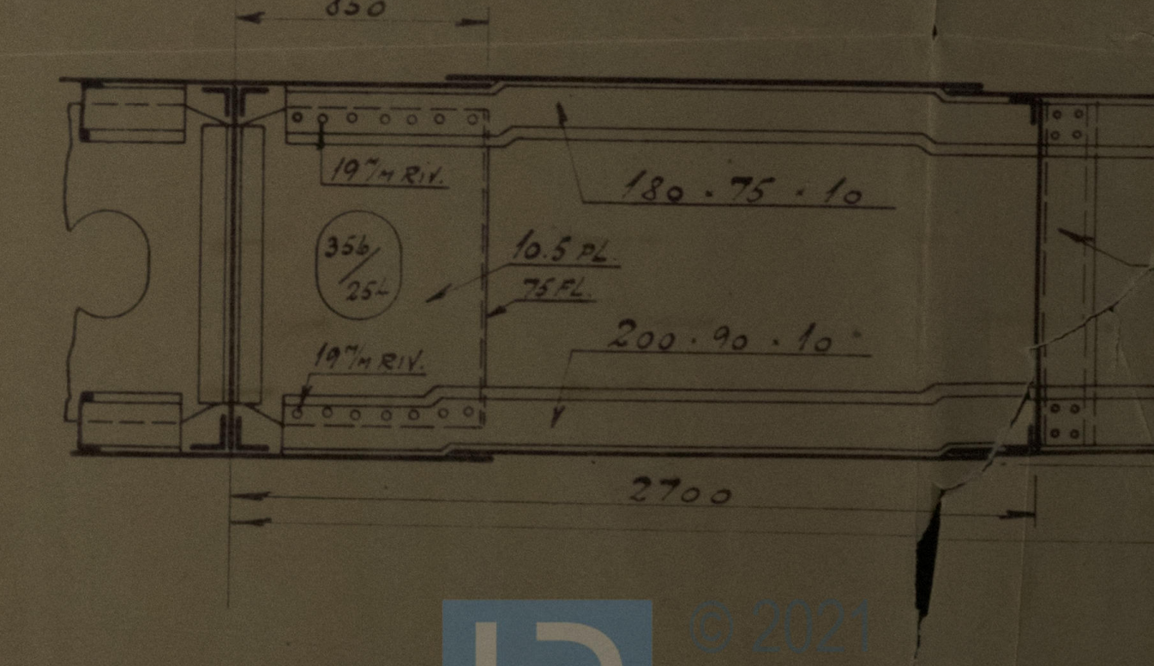
MARGINPLATE AMIDSHIP.


230 FLANGE
22 m/m RIV.
150·150·11.5
22 m/m RIV.
90·90·14
22 m/m RIV. 4½ DIAS A.P.

CENTREGIRDER.


90·90·14
5 DIAS
90·90·11.5
DOUB. IN MOTORSP.
90·90·11.5
SINGLE IN HOLDS
22 m/m RIV.
22 m/m RIV. 190 c TO c EACH ROW.
130·130·16
25 m/m RIV. 215 c TO c EACH ROW.

SKELETO


850
19 m/m RIV.
180·75·10
356/254
10.5 PL
75 FL.
19 m/m RIV.
200·90·10
2700

W208-0124

IDSHIP-SECTION

SCALE 1:25.

DIMENSIONS:

LENGTH (FORESIDE STEM TO AFTERSIDE STERNPOST)	134.110 m = 440'-0"
BREADTH MOULDED	17.322 " = 56'-10"
DEPTH MOULDED TO UPPERDECK	11.734 " = 38'-6"
" " " 2ND DECK	8.814 " = 28'-11"
HEIGHT OF FORECASTLE	2.134 " = 7'-0"

CLASS: LLOYDS ✠ 100.A.1. with freeboard corresponding to a drafr not exceeding that contemplated for a CSS vessel with tonnage opening

TYPE: COMPLETE SUPERSTRUCTURE VESSEL.

OIL FUEL TO BE CARRIED IN DOUBLE BOTTOM - FOREPEAK AND AFTERPEAK.

HEIGHT OF DOUBLE BOTTOM INCREASED 75 m/m ABOVE RULES.

NUMERALS:

D	$= 8.814 + 2.438$	$= 11.252$	D	$= 28'\text{-}11'' + 8'\text{-}0''$	=	36.92
$L \times D$	$= 134.110 \times 11.252$	$= 1509.006$	$L \cdot D$	$= 440 \cdot 36.92$	=	16244.80
$L \times (B+D)$	$= 134.110 \cdot (17.322 + 11.252)$	$= 3832.059$	$L \cdot (B+D)$	$= 440 \times (56.83 + 36.92)$	=	41250.00
$\frac{L}{D}$	$= \frac{134.110}{11.734}$	$= 11.429$	$\frac{L}{D}$	$= \frac{440}{38.5}$	=	11.43
d	$= 8814 - 1.210$	$= 7.604$	d	$= 28'\text{-}11'' - 3'\text{-}11\frac{5}{8}''$	=	24.95

ALL BULBSECTIONS ARE BASED ON THE 1924 STANDARDS.

EQUIPMENT: LETTER 5^t.

$L \cdot (B+D)$	$= 134.110 \cdot (17.322 + 11.734)$	$= 3896.700$	$L \cdot (B+D)$	$= 440 \cdot (56.83 + 38.5)$	=	41946.52
FORECASTLE	$= .75 \times 2.134 \times 13.000$	$= 20.807$	FORECASTLE	$= .75 \cdot 7.0 \cdot 42.7$	=	224.18
DECKHOUSE	$= .50 \cdot 2.438 \times 9.850$	$= 12.007$	DECKHOUSE	$= .50 \cdot 8.0 \cdot 32.3$	=	129.20
DECKHOUSE	$= .50 \cdot 2.438 \cdot 20.580$	$= 25.087$	DECKHOUSE	$= .50 \cdot 8.0 \cdot 67.5$	=	270.00
	EN	$= 3954.601$		EN	=	42569.90

1 BOWER ANCHOR 72½ CWTS. Stockless

1 " " 72½ " } COLLECTIVE WEIGHT 207 CWTS.

1 " " 62 "

1 STREAM " 20½ " ex stock

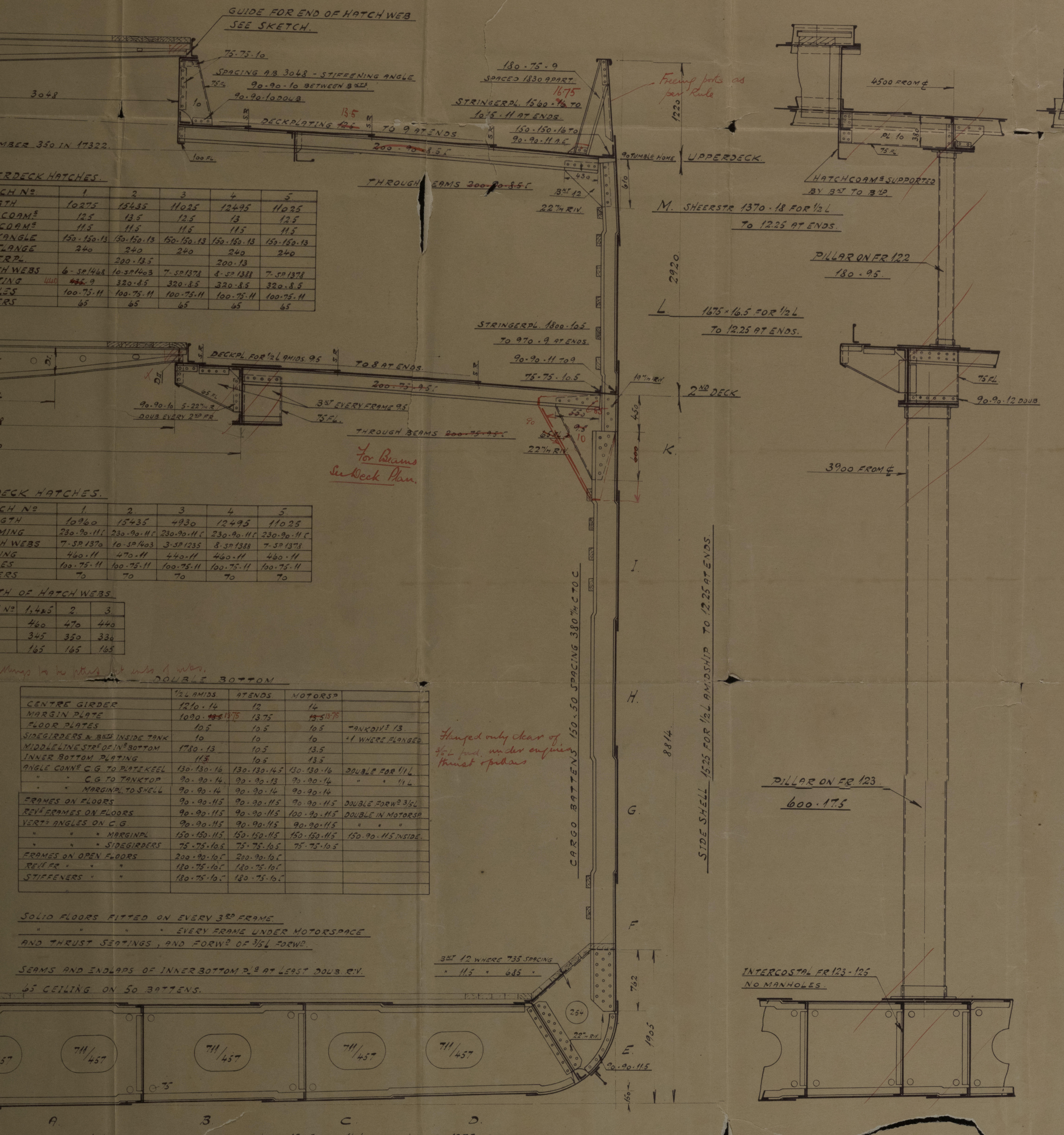
300 FMS 2 6/16" STUD LINK CHAIN CABLES 844¼ CWTS.

120 " 1 5/16" CHAIN OR 5" STEEL WIRE (6·12 FLEXIBLE).

130 " 5" STEEL WIRE (6·24 SPECIAL FLEXIBLE).

2·100 " 2¾" " " OR 8" HEMP.

2·100 " 2¾" " " " 8" " .


GUIDE FOR END OF HATCH WEB SEE SKETCH.
75·75·10
SPACING AB. 3048 - STIFFENING ANGLE 90·90·10 BETWEEN BKTS.
90·90·10 DOUB.
3048
DECKPLATING ~~12.5~~ 13.5 TO 9 AT ENDS
200·90·8.5 [
100 FL.
180·75·9 SPACED 1830 APART.
STRINGERPL. 1560·~~16~~ 16.75 TO 10.5·11 AT ENDS.
150·150·16 TO 90·90·11 A.E.
Freeing ports as per Rule
1220
90 TUMBLE HOME
UPPERDECK.
THROUGH BEAMS 200·90·8.5 [
430
BKT 12
22 m/m RIV.
610
M. SHEERSTR 1370·18 FOR ½L TO 12.25 AT ENDS.
2920
L. 1675×16.5 FOR ½L TO 12.25 AT ENDS.
HATCHCOAMS SUPPORTED BY BKT TO BP.
4500 FROM ℄
PILLAR ON FR 122 180·95
STRINGERPL. 1800·10.5 TO 970·9 AT ENDS.
90·90·11 TO 9
75·75·10.5
19 m/m RIV.
2ND DECK
DECKPL. FOR ½L AMIDS. 9.5 TO 8 AT ENDS.
200·75·9.5 [
90·90·10 5-22 m/m R. DOUB EVERY 2ND FR
BKT EVERY FRAME 9.5
75 FL.
65 FL.
THROUGH BEAMS ~~200·75·9.5 [~~
For Beams See Deck Plan.
22 m/m RIV.
450
600
K.
3900 FROM ℄
90·90·12 DOUB.
I.
H.
G.
F.
E.
CARGO BATTENS 150×50 SPACING 380 m/m C TO C
SIDE SHELL 16.25 FOR ½L AMIDSHIP TO 12.25 AT ENDS
8814
PILLAR ON FR 123 600·175
INTERCOSTS. FR 123-125 NO MANHOLES
Flanged only clear of 3/5L forwd. under engines thrust & pillars
BKT 12 WHERE 735 SPACING
" 11.5 " 685 "
254
22 m/m RIV.
90·90·11.5
1905
150
762
711/457
75
A.
B.
C.
D.

RDECK HATCHES.					
CH Nº	1.	2	3	4	5
GTH	10275	15435	11025	12495	11025
COAMˢ	12.5	13.5	12.5	13	12.5
COAMᵍ	11.5	11.5	11.5	11.5	11.5
ANGLE	150·150·13	150·150·13	150·150·13	150·150·13	150·150·13
FLANGE	240	240	240	240	240
RPL.		200·13.5		200·13	
H WEBS	6-SP.1468	10-SP.1403	7-SP.1378	8-SP.1388	7-SP.1378
TING	440 ~~435~~·9	320·8.5	320·8.5	320·8.5	320·8.5
ES	100·75·11	100·75·11	100·75·11	100·75·11	100·75·11
RS	65	65	65	65	65

ECK HATCHES.					
CH Nº	1.	2.	3	4.	5.
GTH	10960	15435	4930	12495	11025
MING	230·90·11 [	230·90·11 [	230·90·11 [	230·90·11 [	230·90·11 [
H WEBS	7-SP.1370	10-SP.1403	3-SP.1235	8-SP.1388	7-SP.1378
NG	460·11	470·11	440×11	460·11	460·11
ES	100·75·11	100·75·11	100·75·11	100·75·11	100·75·11
ERS	70	70	70	70	70

TH OF HATCH WEBS.

Nº	1,4&5	2.	3.
	460	470	440
	345	350	330
	165	165	165

[illegible] to be [illegible] ends of webs.

DOUBLE BOTTOM

	½L AMIDS.	AT ENDS.	MOTORSP.	
CENTRE GIRDER	1210·14	12	14	
MARGIN PLATE	1090·~~13.5~~ 13.75	13.75	~~13.5~~ 13.75	
FLOOR PLATES	10.5	10.5	10.5	TANKDIVˢ 13.
SIDEGIRDERS & BKTS INSIDE TANK	10	10	10	+1 WHERE FLANGED.
MIDDLELINE STRᴱ OF INᴿ BOTTOM	1780·13	10.5	13.5	
INNER BOTTOM PLATING	11.5	10.5	13.5	
ANGLE CONNᴳ C.G. TO PLATE KEEL	130·130·16	130·130·14.5	130·130·16	DOUBLE FOR ¼L
" " C.G TO TANKTOP	90·90·14	90·90·13	90·90·14	" " ¼L
" " MARGINPL. TO SHELL	90·90·14	90·90·14	90·90·14	
FRAMES ON FLOORS	90·90·11.5	90·90·11.5	90·90·11.5	DOUBLE FORWᴰ 3/5L
REVˢ FRAMES ON FLOORS	90·90·11.5	90·90·11.5	100·90·11.5	DOUBLE IN MOTORSP.
VERTˡ ANGLES ON C.G.	90·90·11.5	90·90·11.5	90·90·11.5	" " "
" " " MARGINPL	150·150·11.5	150·150·11.5	150·150·11.5	150·90·11.5 INSIDE.
" " " SIDEGIRDERS	75·75·10.5	75·75·10.5	75·75·10.5	
FRAMES ON OPEN FLOORS	200·90·10.5 [	200·90·10.5 [		
REVˢ FR " " "	180·75·10.5 [	180·75·10.5 [		
STIFFENERS " "	180·75·10.5 [	180·75·10.5 [		

SOLID FLOORS FITTED ON EVERY 3RD FRAME.

" " " " EVERY FRAME UNDER MOTORSPACE AND THRUST SEATINGS, AND FORWᴰ OF 3/5L FORWᴰ.

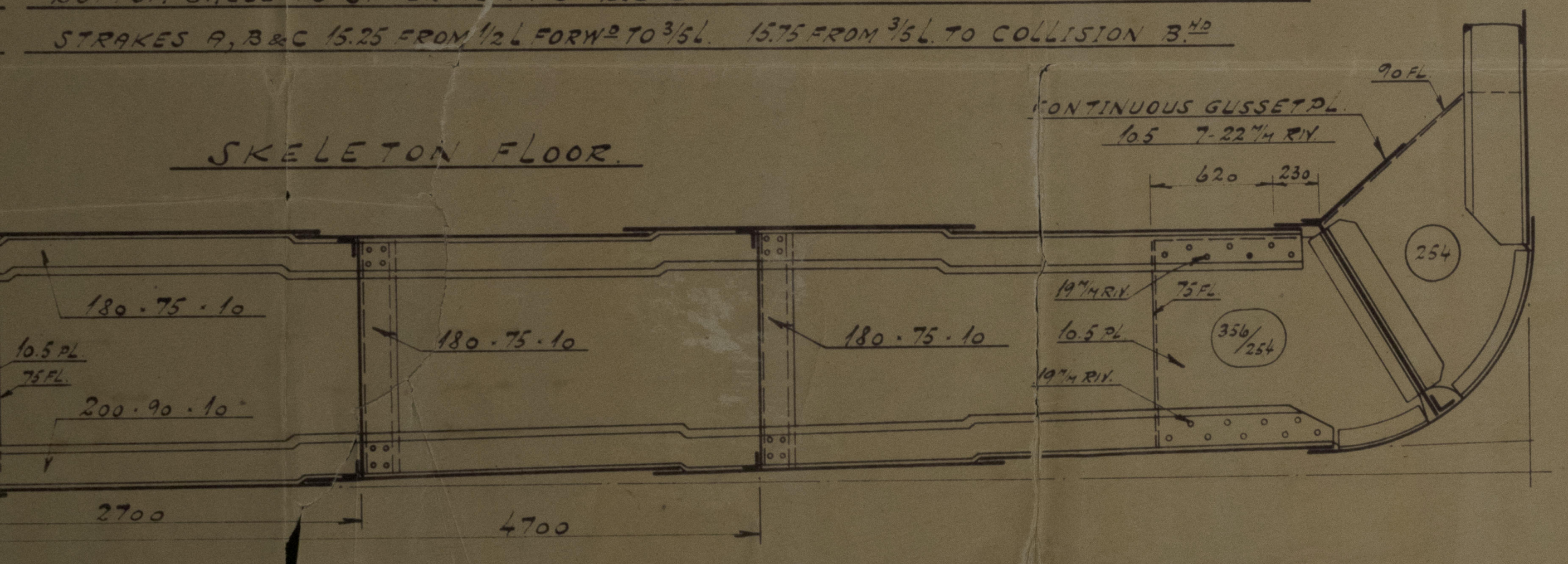
SEAMS AND ENDLAPS OF INNER BOTTOM PLˢ AT LEAST DOUB. RIV.

65 CEILING ON 50 BATTENS.

BOTTOM SHELL TO UPPER TURN OF BILGE 15.25 FOR ½L AMIDSHIP TO 12.75 AT ENDS.

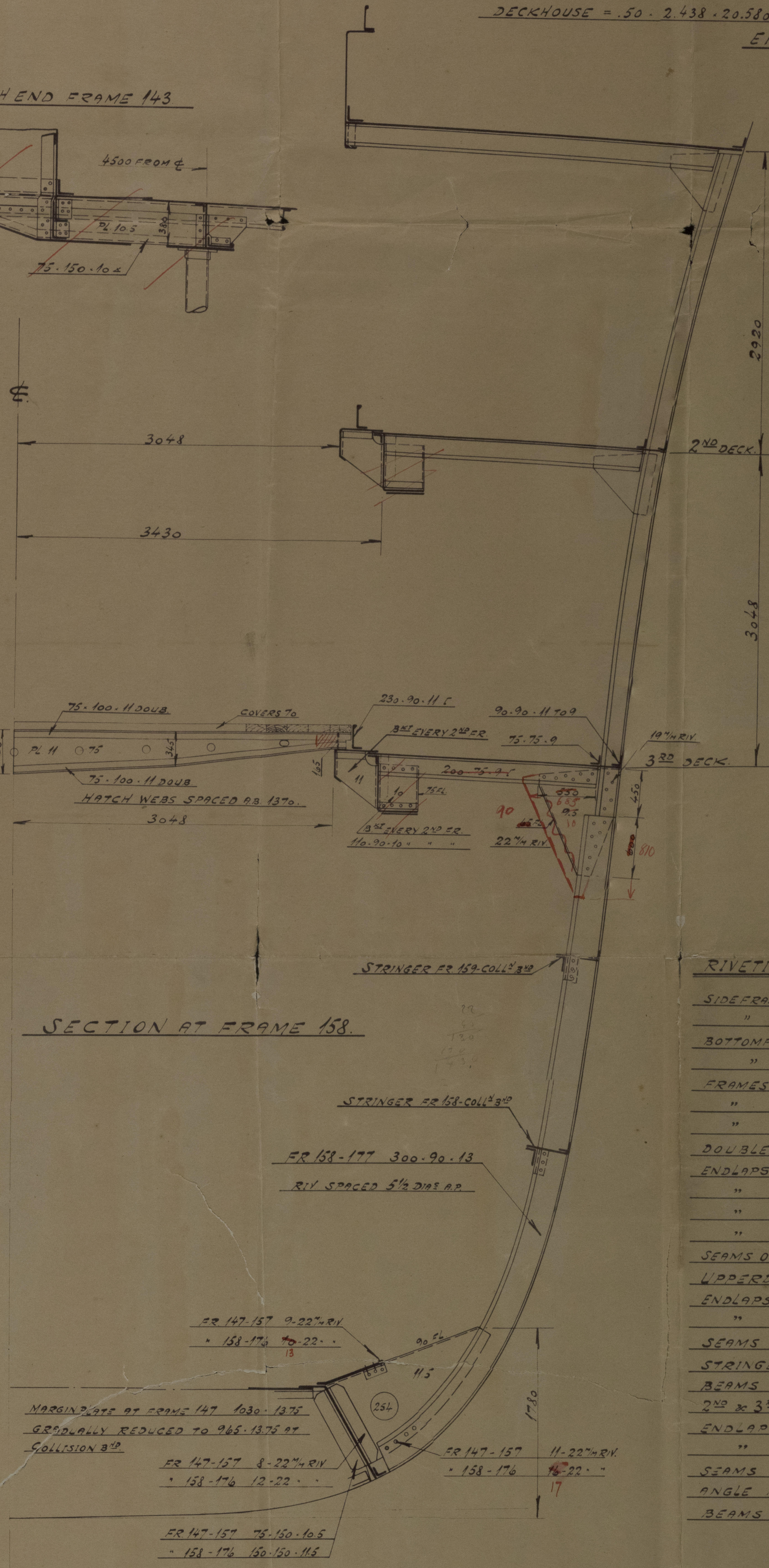
STRAKES A, B & C 15.25 FROM ½L FORWᴰ TO 3/5L. 15.75 FROM 3/5L TO COLLISION BHD.

SKELETON FLOOR


CONTINUOUS GUSSETPL. 10.5 7-22 m/m RIV.
90 FL.
620
230
254
356/254
19 m/m RIV.
75 FL.
10.5 PL.
19 m/m RIV.
180·75·10
180·75·10
180·75·10
10.5 PL.
75 FL.
200·90·10
2700
4700

HATCH END FRAME 143

SECTION AT FRAME 158.


UPPERDECK
2920
4500 FROM ℄
75·150·10.5
℄
3048
2ND DECK
3430
3048
75·100·11 DOUB.
COVERS 70
230·90·11 [
BKT EVERY 2ND FR.
110·90·10 " " "
90·90·11 TO 9
75·75·9
19 m/m RIV.
3RD DECK
75·100·11 DOUB
HATCH WEBS SPACED AB 1370.
3048
22 m/m RIV.
90
810
STRINGER FR 159-COLLN BHD
STRINGER FR 158-COLLN BHD
FR 158-177 300·90·13 RIV. SPACED 5½ DIAS A.P.
FR 147-157 9-22 m/m RIV. " 158-176 ~~10~~ 13-22 " "
90 FL.
11.5
254
1780
MARGINPLATE AT FRAME 147 1030·13.75 GRADUALLY REDUCED TO 965·13.75 AT COLLISION BHD.
FR 147-157 8-22 m/m RIV " 158-176 12-22 " "
FR 147-157 11-22 m/m RIV. " 158-176 ~~16~~ 17-22 " "
FR 147-157 75·150·10.5 " 158-176 150·150·11.5

RIVETING:

SIDEFRAMES TO SHELL 6½ DIAS.

" " " IN PEAKS, DEEPTANK & WING TANKS 5½ DIAS.

BOTTOMFRAMES TO SHELL 7 DIAS.

" " " FORWᴰ 3/5L 5½ "

FRAMES TO FLOORS 7 "

" " " IN AFTERPEAK 5 "

" " " FORWᴰ 3/5L 5½ "

DOUBLE BOTTOM.

ENDLAPS OF CENTREGIRDER TREBLE RIV. 4 DIAS.

" OF MARGINPL. TREBLE RIV. 4 " Treble over .48"

" TANKTOP CENTRESTR. TREBLE FOR ½L TO DOUBLE AT ENDS 4 DIAS

" TANKTOP PLATING DOUBLE RIV. 4 DIAS.

SEAMS OF " " DOUBLE RIV. 4 " .

UPPERDECK.

ENDLAPS OF STRINGER PLATE 3½ DIAS.

" " DECKPLATING 4 " .

SEAMS 4½ " .

STRINGER ANGLE 4½ DIAS. - 5 DIAS IN 150·150·9, 6 DIAS IN 130·130 A EACH ROW.

BEAMS 7 " .

2ND & 3RD DECKS.

ENDLAPS OF STRINGERPL. 3½ DIAS.

" " DECKPLATING 4 " .

SEAMS 4½ "

ANGLE BETWEEN FRAMES 5-22 m/m RIV. TO SHELL, 5-19 m/m RIV. TO DECK.

BEAMS 7 DIAS

45-46.
2
1:25
Holfoed..
13-2-30
MIDSHIP-SECTION.

13.12.30

ODENSE STAALSKIBSVÆRFT
VED A. P. MØLLER
13/12.30

Midship-Section

Yard No^s^. 45 & 46

- Odense Staalskibsværft -

LLOYD'S REGISTER OF SHIPPING
23-5-31
SURVEYORS OFFICE
SKT. ANNÆ PLADS 28
SS.
COPENHAGEN

(increased draft)

M/s Peter Maersk

M/S. "Anna Mærsk" of Copenhagen.

Gen. Rpt. № 8779.

W208-0114

AC 31

BUILDING Nº 45-46 MIDSHIP-SECTION

SCALE 1:25

SECTION THROUGH HATCHSIDECOAMING
ELEVATION SEEN FROM HATCH
STEEL CASTING BOTTOM OF GUIDE ALSO WELDED TO DECK TO GIVE SUPPORT TO BULBANGLE COAMING
SECTION AT FRAME 43
UPPERDECK
2ND DECK
3RD DECK
PILLAR ON ℄
OIL-FUEL
TUNNEL FR 19-40
GUIDE FOR END OF HATCHWEB SEE SKETCH.
BEAM CHAMBER 350 IN 17322.
DECKPLATING 14.5 TO 9.5 AT ENDS
DECKPL. FOR 1/2 L AMIDS. 9.5 TO 8 AT ENDS
TWO PILLARS EACH SIDE
TWO WEBS EVERY 3RD FR.
HATCHCOAMS SUPPORTED BY BKT TO BKD
HATCH END FRAME 143
PILLAR ON FR 122 180 · 95
3900 FROM ℄
4500 FROM ℄
CARGO BATTENS 150 · 50 SPACING 380 M/M CTRS
SECTION AT FRAME 158
A. B. C. D. E.
INTERCOSTAL GIRDERS IN DOUBLE BOTTOM
MOTORSPACE
HOLDS
FORWD 3/5 L
MARGINPLATE AMIDSHIP
CENTREGIRDER
SKELETON FLOOR.
CONTINUOUS GUSSETPL. 10.5 7-22 M/M RIV.
VERTICAL CONNECTION TO FLOORS TO FLANGE AND 75·75·11 ANGLE EVERY FOURTH FRAME
ANGLE TO SHELL DOUBLE.
ANGLE INSIDE & OUTSIDE MARGINPLATE IS CONNECTED TO FRAMES.
WEB 97 FR. 69, 82 1/2 120
THWENDECK BEAMS AT FR. 40, 77 & 148
Fr. 147-157 75·150·10.5
" 158-176 150·150·11.5

DIMENSIONS:

LENGTH (FORESIDE STEM TO AFTERSIDE STERNPOST)	134.110 m	=	440'-0"
BREADTH MOULDED	17.322 "	=	56'-10"
DEPTH MOULDED TO UPPERDECK	11.734 "	=	38'-6"
" " " 2ND DECK	8.814 "	=	28'-11"
HEIGHT OF FORECASTLE	2.134 "	=	7'-0"

CLASS: LLOYDS ✠ 100.A.1. with freeboard corresponding to a moulded summer draft of 26'-8"

TYPE: ~~COMPLETE SUPERSTRUCTURE VESSEL~~.

OIL FUEL TO BE CARRIED IN DOUBLE BOTTOM - FOREPEAK AND AFTERPEAK.

HEIGHT OF DOUBLE BOTTOM INCREASED ~~15~~ M/M ABOVE RULES.

NUMERALS:

D = 8.814 + 2.438	= 11.252	D	= 28'-11" + 8'-0"	=	36.92
L × D = 134.110 × 11.252	= 1509.006	L · D	= 440 · 36.92	=	16244.80
L · (B + D) = 134.110 · (17322 + 11252)	= 3832.059	L · (B + D)	= 440 · (56.83 + 36.92)	=	41250.00
L/D = 134.110/11.734	= 11.429	L/D	= 440/38.5	=	11.43
d = 8.814 - 1.210	= 7.604	d	= 28'-11" - 3'-11 5/8"	=	24.95

ALL BULBSECTIONS ARE BASED ON THE 1924 STANDARDS.

EQUIPMENT: LETTER Bt.

L · (B + D) = 134.110 · (17322 + 11.734)	= 3896.700	L · (B + D) = 440 · (56.83 + 38.5)	= 41946.52
FORECASTLE = .75 × 2.134 × 13.000	= 20.807	FORECASTLE = .75 · 7.0 · 42.7	= 224.18
DECKHOUSE = .50 · 2.438 × 9.850	= 12.007	DECKHOUSE = .50 · 8.0 · 32.3	= 129.20
DECKHOUSE = .50 · 2.438 × 20.580	= 25.087	DECKHOUSE = .50 · 8.0 · 67.5	= 270.00
EN	= 3954.601	EN	= 42569.90

1 BOWER ANCHOR 72 1/2 CWTS
1 " " 72 1/2 "
1 " " 62 "
} stockless COLLECTIVE WEIGHT 207 CWTS.
1 STREAM " 20 1/2 " ex. stock
300 FMS 2 1/16" STUD LINK CHAIN CABLES 844 1/4 CWTS.
120 " 15/16" CHAIN OR 5" STEEL WIRE (6·12 FLEXIBLE).
130 " 5" STEEL WIRE (6·24 SPECIAL FLEXIBLE).
2·100 " 2 3/4" " " OR 8" HEMP.
2·100 " 2 3/4" " " " 8" "

UPPERDECK HATCHES.

HATCH Nº	1.	2.	3.	4.	5.
LENGTH	10275	15435	11025	12495	11025
SIDECOAMS	12.5	13.5	12.5	13	12.5
ENDCOAMS	11.5	11.5	11.5	11.5	11.5
DECKANGLE	150 · 150 · 13	150 · 150 · 13	150 · 150 · 13	150 · 150 · 13	150 · 150 · 13
TOPFLANGE	240	240	240	240	240
RIDERPL.		200 · 13.5		200 · 13	
HATCH WEBS	6 - SP. 1468	10 - SP. 1403	7 - SP. 1378	8 - SP. 1388	7 - SP. 1378
PLATING	440 · 9	320 · 8.5	320 · 8.5	320 · 8.5	320 · 8.5
ANGLES	100 · 75 · 11	100 · 75 · 11	100 · 75 · 11	100 · 75 · 11	100 · 75 · 11
COVERS	65	65	65	65	65

2ND DECK HATCHES.

HATCH Nº	1.	2.	3.	4.	5.
LENGTH	10960	15435	4930	12495	11025
COAMING	230 · 90 · 11 [	230 · 90 · 11 [	230 · 90 · 11 [	230 · 90 · 11 [	230 · 90 · 11 [
HATCH WEBS	7 - SP. 1370	10 - SP. 1403	3 - SP. 1235	8 - SP. 1388	7 - SP. 1378.
PLATING	460 × 11	470 × 11	440 × 11	460 · 11	460 · 11
ANGLES	100 · 75 · 11	100 · 75 · 11	100 · 75 · 11	100 · 75 · 11	100 · 75 · 11
COVERS	70	70	70	70	70

DEPTH OF HATCH WEBS.

HATCH Nº	1, 4 & 5	2.	3.
D.	460	470	440
D I.	345	350	[illegible]30
D II.	165	165	165

SCANTLINGS.

FRAMESPACING: 735, FORWD 3/5 L 685, IN PEAKS 610.

alternative For reinforcement for frames see profile.

FRAMES BELOW 2ND DECK.

FRAMES IN AFTERPEAK		200 × 90 × 10 [
" " TUNNELRECESS	FR. 12 - 18	200 × 90 × 12 "
" ABOVE " "	" 12 - 19	250 × 90 × 12 "
" IN HOLD	" 20 - 39	300 × 90 × ~~15.5~~ 16.75
" " " BELOW 3RD DECK	" 41 - 68	230 × 90 × 11 "
" " MOTORSPACE	" 70 - 85	300 × 90 × 15.5 "
" " DEEPTANKS	" 87 - 99	250 × 90 × 12.5 "
" " HOLD	" 101 - 146	300 × 90 × ~~15.5~~ 16.75
" " " BELOW 3RD DECK	" 148 - 157	250 × 90 × 11 "
" " " " " "	" 158 - 176	300 × 90 × 13 "
" " FOREPEAK		200 × 90 × 10 "

FRAMES IN TWEENDECKS.

FR. 1 - 11	FROM 2ND DECK TO UPPERDECK	180 × 90 × 8.5 [
11 - 39	" " " " "	180 × 90 × 8.5 "
41 - 68	" 3RD " " "	200 × 90 × 10 "
70 - 146	" 2ND " " "	180 × 90 × 8.5 "
148 - 170	" 3RD " " "	200 × 90 × 10 "
171 - 176	" " " " FORECASTLEDECK	200 × 90 × 10 "
178 - STEM	" 2ND " " "	200 × 90 × 10 "

} EVERY FRAME.

STEM 250 × 70

STERNFRAME & RUDDER SEE SPECIAL PLAN.

FOR MOTORSEATING SEE SPECIAL PLAN.

FOR TANKTOP IN MOTORSPACE SEE SPECIAL PLAN.

DOUBLE BOTTOM.

	1/2 L AMIDS.	AT ENDS.	MOTORSP.	
MARGIN PLATE	1090 · ~~13.75~~ 16.25	~~13.75~~ 16.25	~~13.75~~ 16.25	
FLOOR PLATES	10.5	10.5	10.5	TANKDIVS 13.
SIDEGIRDERS & BKTS INSIDE TANK	10	10	10	+1 WHERE FLANGED.
MIDDLELINE STRS OF INR BOTTOM	1780 × 13	10.5	13.5	
INNER BOTTOM PLATING	~~11~~ 11.5	10.5	13.5	
ANGLE CONNG C.G. TO PLATEKEEL	130 · 130 · 16	130 · 130 · 14.5	130 · 130 · 16	DOUBLE FOR 1/1 L.
" " C.G. TO TANKTOP	90 × 90 · 14	90 · 90 · 13	90 · 90 · 14	" " 1/1 L.
" " MARGINPL. TO SHELL	90 · 90 · 14	90 · 90 · 14	90 · 90 · 14	
FRAMES ON FLOORS	90 × 90 · 11.5	90 · 90 · 11.5	90 · 90 · 11.5	DOUBLE FORWD 3/5 L. AND FR. 142-148.
REVS FRAMES ON FLOORS	90 · 90 · 11.5	90 · 90 · 11.5	100 × 90 · 11.5	DOUBLE IN MOTORSP.
VERTL ANGLES ON C.G.	90 · 90 · 11.5	90 · 90 · 11.5	90 · 90 · 11.5	" " "
" " " MARGINPL.	150 · 150 · ~~11.5~~ 13	150 · 150 · ~~11.5~~ 13	150 · 150 · ~~11.5~~ 13	150 · 90 · 11.5 INSIDE.
" " " SIDEGIRDERS	75 × 75 × 10.5	75 × 75 · 10.5	75 · 75 · 10.5	
FRAMES ON OPEN FLOORS	200 · 90 · 10 [	200 · 90 · 10 [		
REVS FR. " "	180 · 75 · 10 [	180 · 75 · 10 [		
STIFFENERS " "	180 · 75 · 10 [	180 · 75 · 10 [		

VERL ANGLES INSIDE & OUTSIDE 150 · 150 DOUB. FORWD FR 147.

Flanged only clear of 3/5 under engines thrust & pillars.

SOLID FLOORS FITTED ON EVERY 3RD FRAME. AND ON EVERY FRAME FR. 100 - 146.
" " " " EVERY FRAME UNDER MOTORSPACE
AND THRUST SEATINGS, AND FORWD OF 3/5 L. FORWD.

SEAMS AND ENDLAPS OF INNERBOTTOM PLG AT LEAST DOUB. RIV.

65 CEILING ON 50 BATTENS.

BKT 12 WHERE 735 SPACING
" 11.5 " 685 "

PLATE KEEL 1780 · 20.5 FOR 3/5 L. AMIDSHIP TO 18 AT ENDS.

BOTTOM SHELL TO UPPER TURN OF BILGE 15.25 FOR 1/2 L. AMIDSHIP TO 12.75 AT ENDS.

STRAKES A, B & C 15.25 FROM 1/2 L FORWD TO 3/5 L. 15.75 FROM 3/5 L. TO COLLISION BHD

STRAKES A & D 16.25 FOR 1/2 AMIDSHIP.

SIDE SHELL 1/2 AMIDSHIP TO 12.25 AT ENDS.

THE FLASH POINT OF THE OIL FUEL TO BE CARRIED SHOULD BE NOT LOWER THAN 150°F AND THE REQUIREMENTS OF SECTION 20 OF THE RULES SHOULD BE COMPLIED WITH.

RIVETING:

SIDEFRAMES TO SHELL 6 1/2 DIAS.
" " " IN PEAKS, DEEPTANK & WINGTANKS 5 1/2 DIAS.
BOTTOMFRAMES TO SHELL 7 DIAS.
" " " FORWD 3/5 L. 5 1/2 "
FRAMES TO FLOORS 7 "
" " " IN AFTERPEAK 5 "
" " " FORWD 3/5 L. 5 1/2 "
DOUBLE BOTTOM.
ENDLAPS OF CENTREGIRDER TREBLE RIV. 4 DIAS.
" OF MARGINPL. TREBLE RIV. 4 " Treble appr. 48
" TANKTOP CENTRESTR. TREBLE FOR 1/2 L. TO DOUBLE AT ENDS 4 DIAS.
" TANKTOP PLATING DOUBLE RIV. 4 DIAS.
SEAMS OF " " DOUBLE RIV. 4 ".
UPPERDECK.
ENDLAPS OF STRINGER PLATE 3 1/2 DIAS.
" " DECKPLATING 4 ".
SEAMS 4 1/2 ".
STRINGERANGLE 4 1/2 DIAS. - 5 DIAS. IN 150 · 150 A, 6 DIAS. IN 130 · 130 A EACH ROW.
BEAMS 7 ".
2ND & 3RD DECKS.
ENDLAPS OF STRINGERPL. 3 1/2 DIAS.
" " DECKPLATING 4 ".
SEAMS 4 1/2 "
ANGLE BETWEEN FRAMES 5-22 M/M RIV. TO SHELL, 5-19 M/M RIV. TO DECK.
BEAMS 7 DIAS.

FOR LOCAL STRENGTHENINGS:

BOTTOM SHELL & SIDESHELL FORWARD
INTERMEDIATE FRAMES FORWARD
} SEE PLAN OF OUTSIDE PLATING.

UPPERDECK PLATING FORWARD
2ND DECK PLATING ABOVE DEEPTANK
} SEE PROFILE AND DECKPLANS.

1. 6. 31

P.R. ODENSE STAALSKIBSVÆRFT
VED A. P. MØLLER
21/5-31

45-46.
2
1 : 25
13-12-30
MIDSHIP-SECTION.

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Lloyd's Register Foundation

COCHRAN & CO., ANNAN, LD.

Boiler No. 12216

Drawing No. 19084

W.P. 100lbs

RET[illegible]

GLASGOW REPORT No. 52072

M/s "Anna Maersk".

of Copenhagen.

Cpn. Rpt. No 8779.

W1066-0078

COCHRAN PATENT VERTICAL MULTITUBULAR BOILER

HORIZONTAL FLUE TUBES

PLAIN TUBE HOLES 2½ DIA IN BACK TUBE PLATE
PLAIN TUBE HOLES 2 ⁴⁄₁₆ DIA IN FRONT TUBE PLATE
LAPWELDED WROT IRON TUBES
3'-3¾"
STAY TUBE HOLES SCREWED 2½" DIA IN BACK TUBE PLATE
STAY TUBE HOLES SCREWED 2 11/16" DIA IN FRONT TUBE PLATE
SCREWED 9 THREADS PER INCH
CONTINUOUS THREAD
SCALE 3" TO 1 FOOT
SINGLE RIVETED
DOUBLE RIVETED
13'-6"
20" EXT DIA.
¾ RIVETS PART SINGLE & PART DOUBLE RIVETED
¾ STUDS FOR C.C DOOR CLAMPS
BACK CENTRE
FRONT CENTRE
2" PITCH
FIREHOLE
MUDHOLE 5"×3½"
8 - ¾ DIA AIR HOLES ABOUT 1⅞ PITCH
MANHOLE & MUDHOLE DOORS TO HAVE STUDS SCREWED THROUGH PLATES AND FITTED WITH NUTS INSIDE
3'-3" INT DIA.
5'-2" DIA. BASE PLATE.
21" WIDE EXTENSION PLATE
22" TO EDGE OF BASE PLATE.
5/16 FURNACE FRONT.
2" × 2" × ¼" ANGLES
3" × 3" × ⅜ ANGLES
8 - ¾ DIA AIR HOLES ABOUT 6 PITCH
AIR INLET 12" × 2⅝"
FLUE HOLE
2'-6 13/16 RADIUS FOR TOP PLATE.
2'-6⅜"
FIRE HOLE
5/16 THICK SIDE PLATES.
OIL FIRING FRONT
PLAN OF FURNACE CROWN
4'-0⅝" FRONT PLATE.
JOINTS IN TOP & BOTTOM STRAKES OF SHELL
PLAN OF SHELL CROWN JOINTS
INNER ROW OF RIVETS FLUSH INSIDE
¾" RIVETS 25/32" HOLES
3 11/16"

LLOYDS.

PLATE	$\frac{2.594 - .78125}{2.594} \times 100$	= 69.8%
RIVETS	$\frac{100(23 \times .47937 \times 2 \times 1)}{28 \times 2.675 \times .40625}$	= 72.45%
FRONT TUBE PLATE	$\frac{4 - 2.625}{4} \times 100$	= 34.4%
BACK TUBE PLATE	$\frac{4 - 2.5}{4} \times 100$	= 37.5%
SHELL	$\frac{(13-2) \times 28 \times 69.8}{2.9 \times 63}$	= 117.7 LB.
FRONT TUBE PLATE.	$\frac{(22-2) \times 26 \times 34.4}{2.9 \times 58.3125}$	= 105.7 LB
BACK TUBE PLATE	$\frac{(18-2) \times 26 \times 37.5}{2.9 \times 48.75}$	= 110.2 LB.
FURNACE	$\frac{275(16-1)}{27}$	= 153 LB.
OGEE RING	$\frac{140(21.5-1)^2}{63(63-54)}$	= 103.9 LB

HEATING SURFACE	
TUBES	197 SQ FT
PLATE	53 SQ FT
TOTAL	250 SQ FT
GRATE AREA	14 SQ FT

ALTERED BY	INITIALS	DATE
	GMB	6/11/31
		6/11/31
ISSUED		6/11/31

SURVEY - LLOYDS

STANDARD

COCHRAN & Co. ANNAN Ld.
ENGINEERS & BOILERMAKERS
ANNAN, SCOTLAND

22/12/31

This Drawing was approved for Boiler No 12142 on 12/11/31 but thickness of Furnace Box & Furnace Top Plates has been increased to 7/8 for Boiler No 12216.

NHP = 25

EVAPORATION FROM AND AT 212°F

EASY STEAMING = 1580 LBS PER HOUR

HEAVY STEAMING = 2100 LBS PER HOUR

PATENT BOILER No ~~12142~~ & 12216

5'-3" × 13'-6" × 250 ⌀ H.S × 100 LB. W.P.

SCALE 1 INCH TO 1 FOOT

SIEMANS MARTIN MILD STEEL PLATES

TENSILE TESTS

PLATES NOT EXPOSED TO FLAME OR FLANGED 28 TO 32 TONS

PLATES EXPOSED TO FLAME OR FLANGED & RIVETS 26 TO 30 TONS

19084

DRAWING No 18[illegible]

Donkeyboiler for
Anna- & Peter Mærsk.

LLOYD'S REGISTER OF SHIPPING
SURVEYORS OFFICE
SKT. ANNÆ PLADS 29
COPENHAGEN

Peter Maersk.

82

D:79

1/80. 52

210

3045

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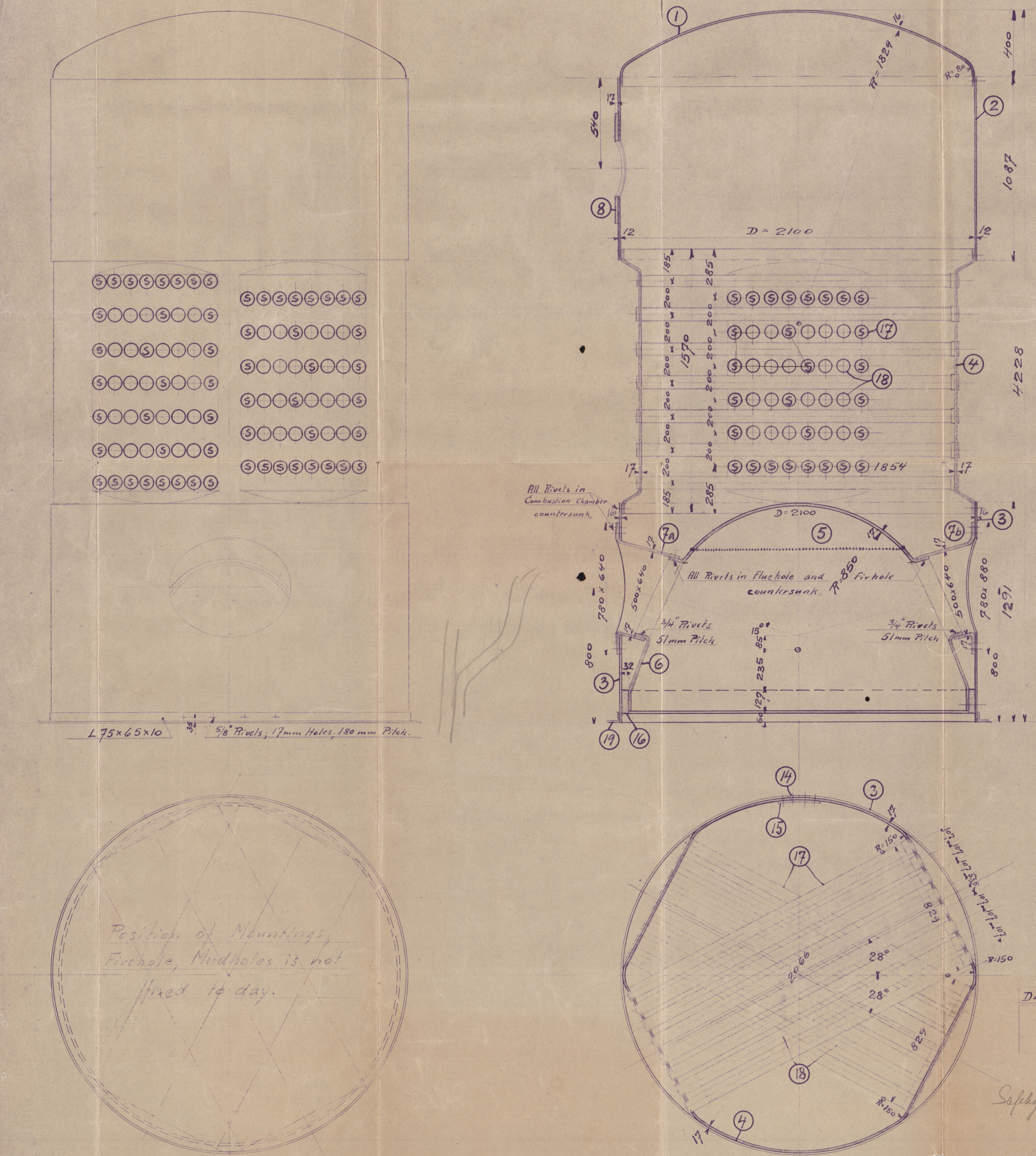
Lloyd's Register
Foundation

W208-0132

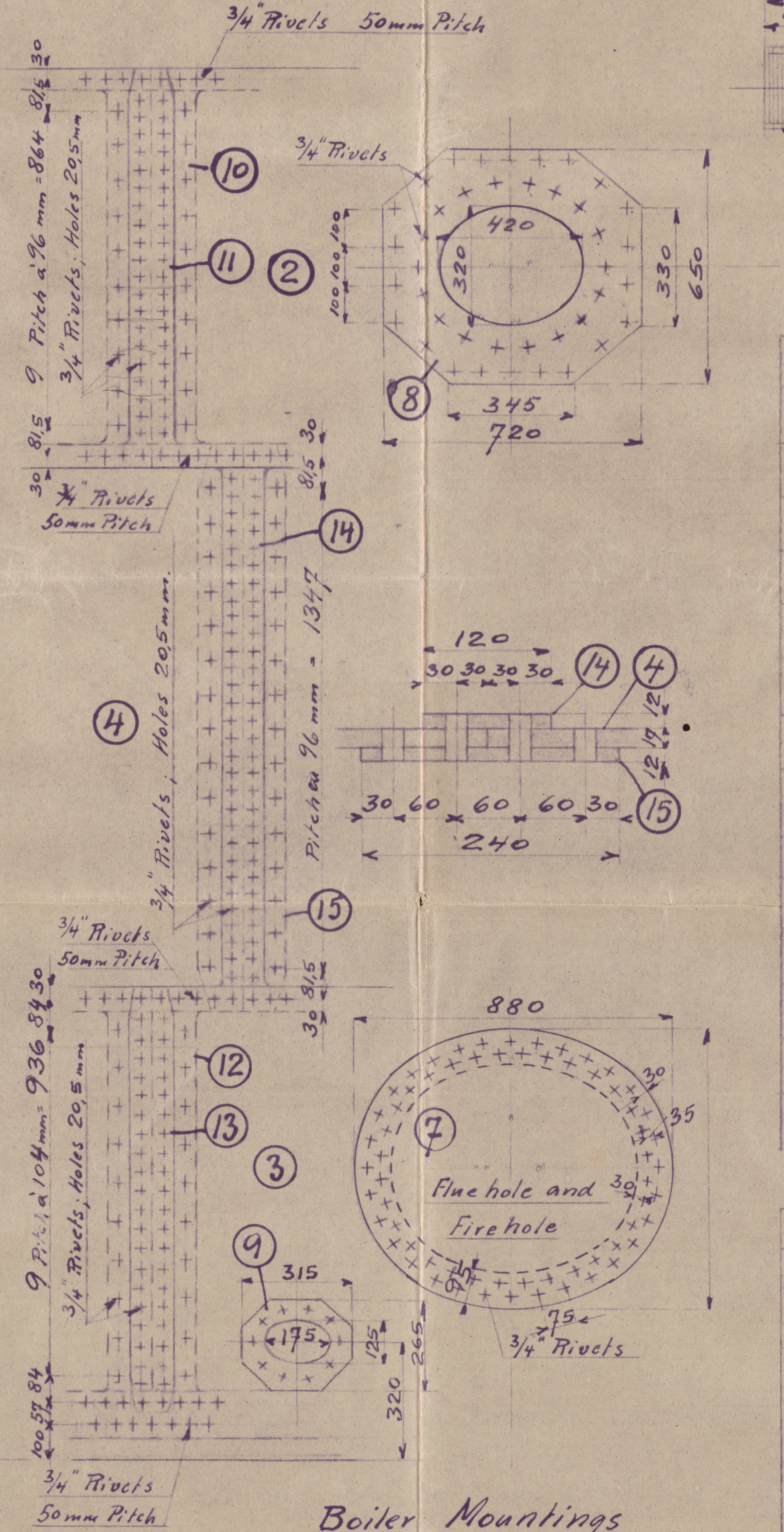
Ordre No

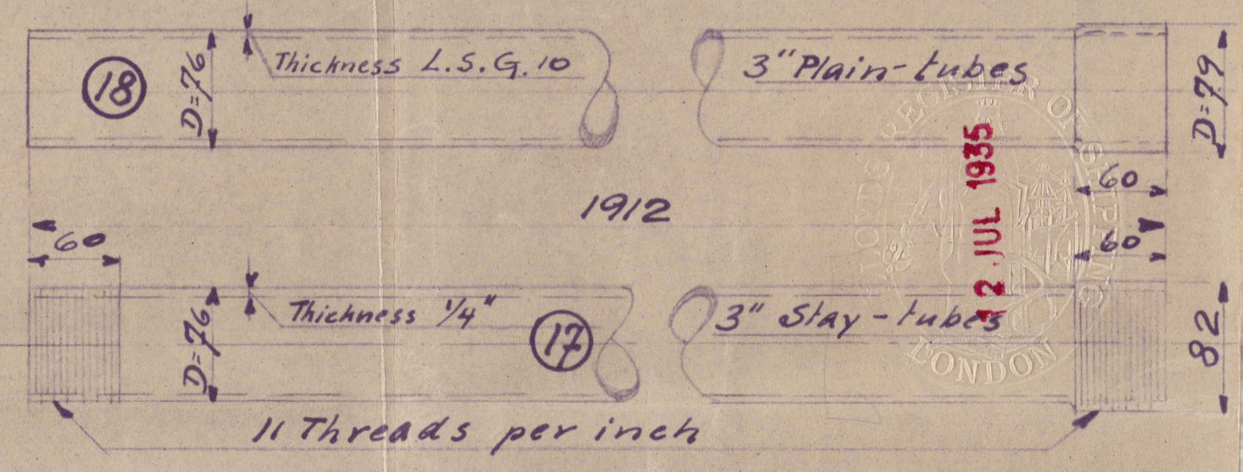

1
2
3
4
5
6
7a
7b
8
14
15
16
17
18
19
R=1829
R=80
400
540
1087
D=2100
12
185
285
200
1570
4228
1854
17
16
All Rivets in Combustion Chamber countersunk
D=2100
R=850
All Rivets in Fluehole and Firhole countersunk
780×640
500×640
500×640
780×880
1291
3/4" Rivets 51mm Pitch
3/4" Rivets 51mm Pitch
800
32
235
129
L75×65×10
5/8" Rivets; 17mm Holes, 180mm Pitch.
R=150
2066
28°
829
107

Position of Mountings, Firehole, Mudholes is not fixed to-day.

Heating Surface

Furnace :	5,0 m²	
Tube Plates :	4,0 m²	
Tubes :	43,0 m²	Total 52,0 m²


3/4" Rivets 50mm Pitch
9 Pitch à 96 mm = 864
3/4" Rivets, Holes 20,5mm
10
11
2
3/4" Rivets
420
320
330
650
345
720
8
3/4" Rivets 50mm Pitch
14
4
3/4" Rivets, Holes 20,5mm
Pitches 96mm = 1347
120
30 30 30 30
30 60 60 60 30
240
15
3/4" Rivets 50mm Pitch
9 Pitch à 104mm = 936
12
13
3
880
7
Fluehole and Firehole
9
315
175
3/4" Rivets
320
3/4" Rivets 50mm Pitch


18
D=76
Thickness L.S.G.10
3" Plain-tubes
D=79
1912
60
60
60
D=76
Thickness 1/4"
17
3" Stay-tubes
82
11 Threads per inch

12 JUL 1935

22
18
40

Lloyds.

Crown:	$\frac{15\cdot26\cdot(20-1)}{72}=$		WP= 103Lb
Plate I	$\frac{96-20,5}{96}\cdot100$	= 79%	
II	$\frac{100(3,8-1,62)}{3,8}+\frac{100\cdot23\cdot0,52}{28\cdot3,8\cdot0,475}$	= 81%	
Rivets	$\frac{100\cdot23\cdot0,52\cdot(1+2\cdot1,875)}{28\cdot3,8\cdot0,475}$	= 112%	
Shell	$\frac{(15-2)\cdot26\cdot79}{2,75\cdot83}=$		WP= 117Lb.
Tubes Plate I	$\frac{200-82}{200}\cdot100$	= 59%	
II	$\frac{100(3,8-1,62)}{3,8}+\frac{100\cdot23\cdot0,52}{28\cdot3,8\cdot0,67}=$	74,3%	
Rivets III	$\frac{100\cdot23\cdot0,52\cdot(1+2\cdot1,875)}{28\cdot3,8\cdot0,67}$	= 80%	
Tubes Plate	$\frac{(21,5-2)\cdot26\cdot59}{29\cdot83}=$		WP= 122Lb.
—"— —"—	$p=\frac{428+200+321+227}{4}=294mm=11,6''$		
—"— —"—	$\frac{38\cdot(21,5-2)^2}{11,6^2}=$		WP= 107Lb.
Furnace-crown	$\frac{275\cdot(21,5-1)}{33,5}=$		WP= 168Lb
Furnace-conical I	$\frac{1450\cdot(21,5-1)^2}{(23+24)\cdot72}=$		WP= 172Lb.
—"— —"— II	$\frac{50}{72}\cdot[10\cdot(21,5-1)-23]=$		WP= 122Lb.
Stiffeningring	$\frac{[0,655(4,5-0,8)+1,25\cdot5\cdot0,5+0,63(5-0,8)]\cdot116400}{80,5^2\cdot\sqrt{6}\cdot0,3839}$		WP= 122Lb.

Mark	No Off	Description	Matr.	Tensile strength	Elongation of loast	Remarks
19	1	L-Ring	Midd-Stell			
18	45	3" Plain-tubes	Material to Lloyds-Rules			
17	59	3" Stay-tubes				
16	1	Stiffening-ring				
15	1	But-strap				
14	1	—"— —"—				
13	1	—"— —"—				
12	1	—"— —"—				
11	1	—"— —"—				
10	1	But-strap				
9	4	Mudhole				
8	1	Manhole				
7b	1	Fire hole				
7a	1	Fluehole				
6	1	Furnace-conical				
5	1	Furnace-Crown				
4	1	Tube-Plate				
3	1	Shell				
2	1	Shell				
1	1	Crown				

Boiler Mountings

No Off	Dia.	Description	Remarks
1	80mm	Stop Valves	
2	40mm	Feed Checks	
1	40mm	Blow-off-Cok	
1	90mm	2×2½" Safety-Valves	
2	3/4"	Water Gauges	
1	200mm	Pressure gauges	
1	1/2"	Aire cock	
1	3/4"	Salinometer Cock	
1	25mm	Scum Valves	

Dato	Ordre	Bestiller	Udføres
	6690	A. P. Möller Peter Mærsk Anna Mærsk	2 Gange

Safety valves diam 65 m/m
[illegible] 90 m/m

11/7/35

SMITH, MYGIND & HÜTTEMEIER
KØBENHAVN

DATO 3. 7. 35. 41654 SKALA 1:15. 1:5.

Vertikal - Boiler
System S. M. & H.

Peter Maersk

Diam: 2100mm. Height: 4228 mm

Working pressure: 7 Atm.

Hydraulic test pressure 14 Atm.

W208-0132

LLOYD'S REGISTER OF SHIPPING
SURVEYORS OFFICE
SKT. ANNÆ PLADS 28
20-2-31
COPENHAGEN

Plan of

THRUST, INTERMEDIATE AND SCREW SHAFTS

for the Diesel oil engines
to be constructed by

Aktieselskabet
Burmeister & Wains Maskin- og Skibsbyggeri
Kjøbenhavn.

for the Screw Motor Vessels
Yard No 45 & 46
being built by
Odense Staalskibsvarft,
ved A. P. Möller,
Odense.

M/S "Peter Maersk" of Copenhagen.
Cpn. Rpt. No 8743

M/S "Anna Maersk" of Copenhagen
Cpn. Rpt. No 8779.

W208-0138

43273

27/2/31

3 3/8"
7"
3 3/8"
7"
3 3/8"
BEARING
BEARING
R=1 7/8"
R=3/4"
R=50
650
14 3/8"
15"
2'-6 1/4"
15"
15"
450
390
650
95
95
P.C.D.=526
10 OFF 74 m/m BOLTS
P.C.D.=526
10 OFF 74 m/m BOLTS
R=1 7/8"
BEARING
R=1 7/8"
650
14 3/8"
14 1/2"
14 3/8"
14 1/2"
14 3/8"
650
95
95
P.C.D.=526
10 OFF 74 m/m BOLTS
P.C.D.=526
10 OFF 74 m/m BOLTS
2 1/2" THREADS
74
R=2"
R=1 7/8"
D.=650
D=15 1/4"
P.C.D.=526
D=14 3/8"
95
95
PROPELLERSHAFT
INTERMEDIATE SHAFT
STERN-TUBE
BEARING=8'-0"
CONTINUOUS LINER
STUFF. BOX
BEARING
7/8"
5/8"
15/16"
2"
TAPER 1:12
17 1/2"
16"
17 3/4"
16 3/16"
17 7/16"
16"
17 7/8"
16 1/4"
15 1/4"
650
7/8"
5/8"
15/16"
95
DIAM. OVER THREADS = 12 1/2"
SPACE BETWEEN SHAFT AND LINER TO BE FILLED UP WITH PLASTIC MATERIAL.
P.C.D.=526
10 OFF 74 m/m BOLTS

SHAFTS FOR ODENSE YARD Nº 45-46

9 CYLINDERS TWO STROKE CYCLE DOUBLE ACTING DIESEL ENGINE WITH SOLID INJECTION

CYL. DIAM. = 450 m/m = 17 3/4"

STROKE = 1200 m/m = 47 1/4"

REV. PR. MIN. = 110

G = ROTATING WEIGHTS

DIAM. OF PROPELLER = 17'-0"

BALANCE WEIGHT AT CRANKSHAFT $G.D.^2$ = 7200 KG.M.^{2}

" " " TURNING WHEEL $G.D.^2$ = 2400 " "

D = GYRATIONS DIAM.

TOTAL $G.D.^2$ = 9600 " "

Aktieselskabet
Burmeister & Wains Maskin- og Skibsbyggeri
Kjøbenhavn.
19-2-1931

B.13

26/2/31.

AKTIESELSKABET
BURMEISTER & WAINS
MASKIN- OG SKIBSBYGGERI
14-2-1931 Nº 43273

W 208 - 0138

LLOYD'S REGISTER OF SHIPPING
SURVEYORS OFFICE
SKT. ANNÆ PLADS 28
COPENHAGEN

Amended plan of

CRANK SHAFT for 9 Cyl.

2 S.C.D.A. Main Diesel oil engine

to be constructed by

AKTIESELSKABET
BURMEISTER & WAINS MASKIN- OG SKIBSBYGGERI
Copenhagen

for the Screw Motor Vessel's

Yard No. 45 & 46

being built by

Odense Staalskibsvarft
ved A. P. Möller,
Odense.

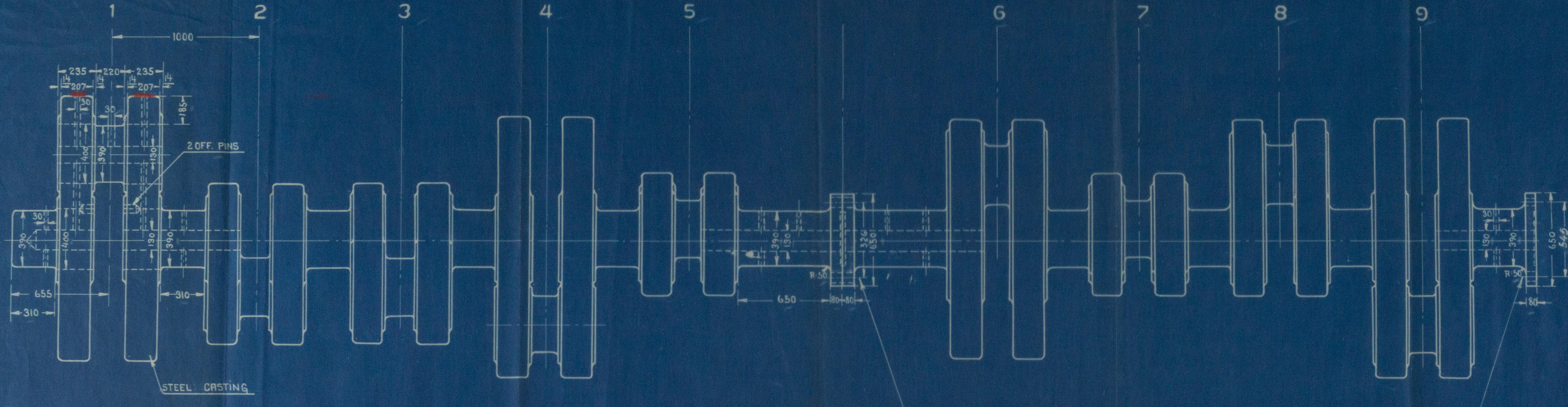
M/S "Peter Mærsk" of Copenhagen.
Cpn. Rpt. No. 8743.

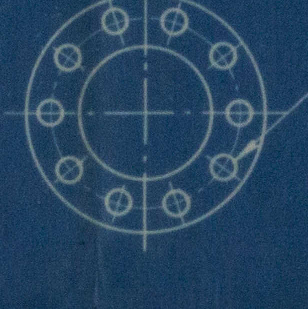
M/S "Anna Mærsk" of Copenhagen.
Cpn. Rpt. No. 8279

W208-0137

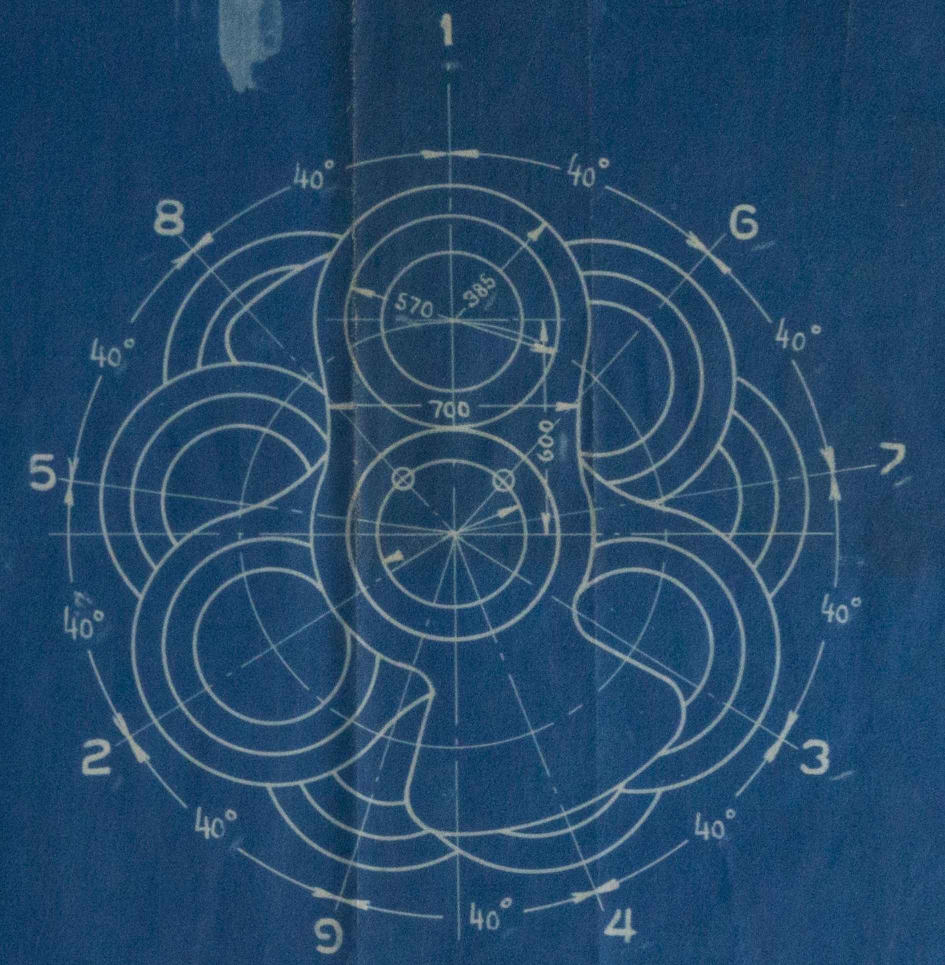
201549

17/7/31


1
2
3
4
5
6
7
8
9
1000
235
220
235
14
207
30
185
400
390
130
2 OFF. PINS
390
30
190
655
310
310
STEEL CASTING
390
526
650
R.50
650
80
80
390
650
545
R.50
80


10 HOLES F. 75 M/M BOLTS
B.C.D. = 526 M/M

10 HOLES F. 75 M/M BOLTS
B.C.D. = 545 M/M


1
8
6
5
7
2
3
9
4
40°
570
385
700
600

LOOKING „AFT"

CRANK SHAFT FOR YARD No Odense 45-46

MAIN ENGINE

9 CYLINDER 2 S.C.D.A. DIESEL ENGINE WITH SOLID INJECTION

CYL. DIAM. 450 M/M STROKE 1200 M/M

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BURMEISTER & WAIN LIMITED
COPENHAGEN

G. H. M.
11/7/31

AKTIESELSKABET
BURMEISTER & WAINS MASKIN- OG SKIBSBYGGERI
H. Klane
17/7/31.

W208-0137